

Australian

\$2.20

MODEL RAILWAY

Magazine

DECEMBER 1985.

ISSUE 135. Vol.12. No.6

IN THIS ISSUE:

IN COLOUR

BINDIUP

SOC
Concentrate Wagons

Continuing
THE VULCAN VALE RAILWAY

More on
V.R. U VANS

N.S.W.R. CCA CAR
Prototype & Model



There is only one Professional quality track . . .

SHINOHARA

Available in:

HOn2½, HOn3, HO Code 70-83-100, Sn3 and S

Soon in "O" Scale

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AUSTRALIAN AGENTS



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WELCOME

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Phone: 762-3189

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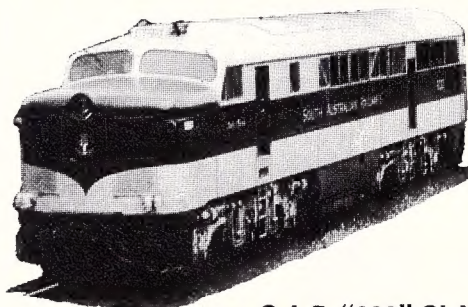


**ALCO
MODELS**

Latest Release . . .

V.R. "C" CLASS

With optional Smoke Stack and Cover
Plate Pilot, Fire Box Doors, etc.



S.A.R. "900" CLASS

The Line-up for '86 . . .

- ★ "NA" CLASS "PUFFING BILLY" On3 and On2½
- ★ V.R. "S" CLASS DIESEL — Also "42" and "G.M." versions
- ★ V.R. WALKER "153" RAILCAR
- ★ V.R. "G" CLASS DIESEL and variations
- ★ V.R. "T" CLASS — 2nd and 3rd Series
- ★ V.R. GUARDS VANS
- ★ S.A.R. "700" CLASS STEAM
- ★ S.A.R. "LONG TOM" BRAKE VAN
- ★ S.A.R. SHEEP WAGON



ALL OUR LOCOS ARE SUPER WEIGHTED FOR SUPER TRACTION
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"LEADING THE WAY"

P.O. BOX 173, BORONIA, VICTORIA 3155



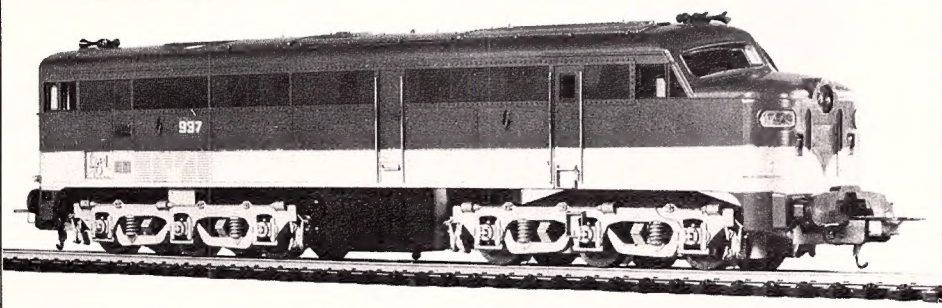
LIMA

Number one in the world of model railways.

Limited Offer!

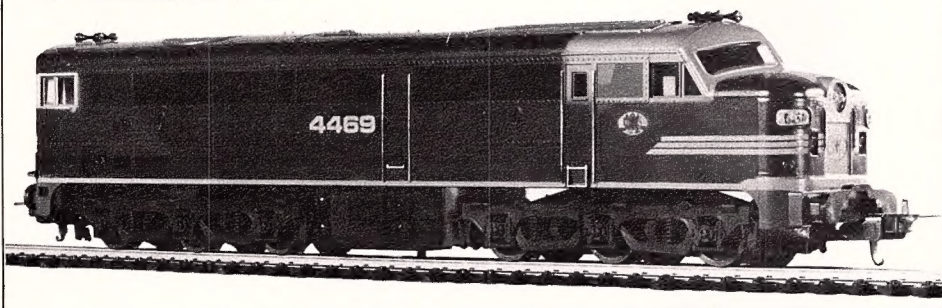
Due to high demand, Lima is soon to re-release a limited production run of 4 previously discontinued Australian locomotives. All 4 will feature new identification numbers and the usual high standard of detail and finish expected of Lima products. **Release: March 1986.**

RE NUMBERED "942"



8041 The 930 class diesels were introduced into the South Australian railway system in December 1955. Manufactured by A. Goodwin LTD of Sydney under licence from ALCO of U.S. These 1,600 horsepower units are still in active use. They have been very useful on the Adelaide to Melbourne "Overland Express".

RE NUMBERED "4461"



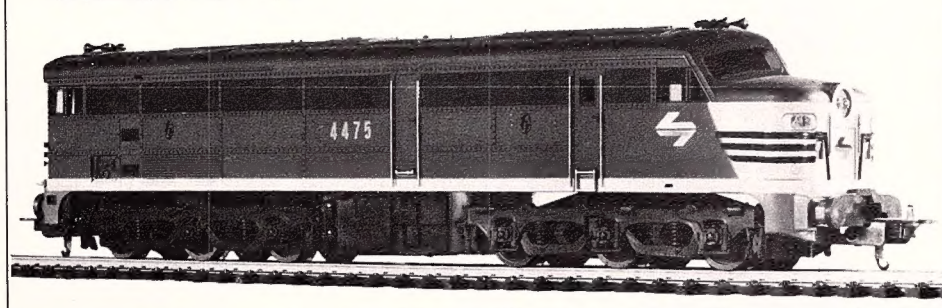
8042 These 1,800 horsepower diesels were selected by the New South Wales railway to dieselise their system in 1957. The 44 class is a universal locomotive having the crack "Southern Aurora" and "Indian Pacific" Express at one end of the scale and pick up goods at the other.

RE NUMBERED "302 EDWARD HENTY"



8043 These "S" class GM powered locomotives are used throughout the State of Victoria. Power is by sixteen cylinder two stroke diesels developing 1,800 horsepower and gross weight is 114 tonnes.

RE NUMBERED "4479"



8049 44 class series Mk II diesel locomotive.
Reverse livery.

Lima®

AUSTRALIAN AGENTS SOUTHERN MODEL SUPPLIES PANORAMA SOUTH AUSTRALIA.

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The following issues are available subject to prior sale:-

No. 1 — April/May 1963 (Reprint)

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No. 86 — September/October 1977

Priced at 70c a copy, plus postage.

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No. 91 — July/August 1978

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No. 93 — November/December 1978

No. 94 — January/February 1979

No. 95 — March/April 1979

No. 96 — May/June 1979

No. 97 — July/August 1979

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No. 99 — November/December 1979

The above issues are priced at 90c a copy, plus postage.

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No. 101 — March/April 1980

No. 102 — May/June 1980

No. 103 — July/August 1980

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No. 105 — November/December 1980

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No. 114 — June 1982

No. 115 — August 1982

No. 116 — October 1982

No. 117 — December 1982

No. 118 — February 1983

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No. 120 — June 1983

No. 121 — August 1983

No. 122 — October 1983

No. 123 — December 1983

No. 124 — February 1984

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No. 125 — April 1984 Through to the current issue are available and priced at \$2.20 a copy plus postage.

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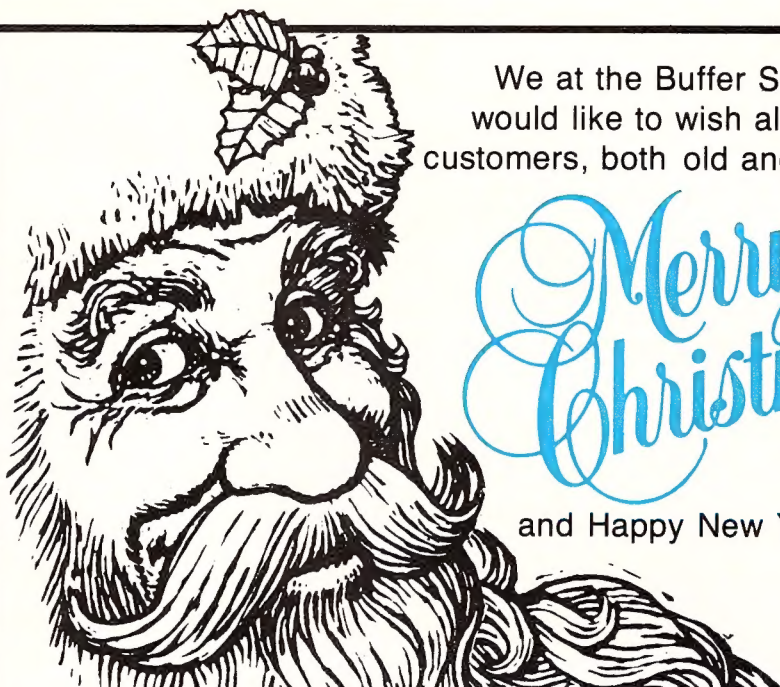
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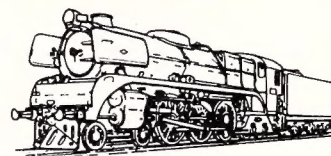


Our trading hours are now, Monday 12.30pm — 6pm.
Tuesday — Thursday 9am — 6pm. Friday 9am — 9pm.
Saturday 9am — 1pm.

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Showroom: 21 Meares Avenue, Mangerton.



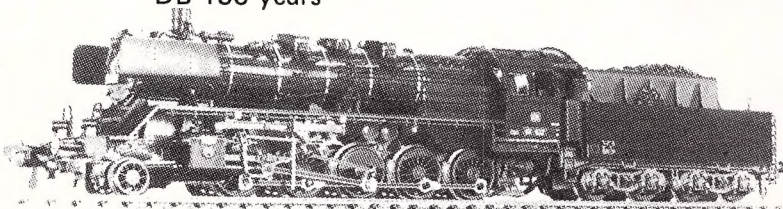
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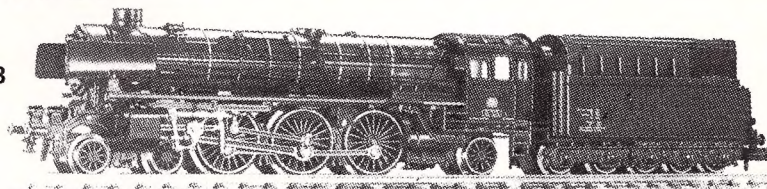
FLEISCHMANN

Prototypes of these two models are
running this year for celebrations



HO No. 4805 - 50 class 2 - 10 - 0
Black/Red \$169.45

N No. 7806 - 01 Class Pacific
with Oil Tender \$112.53



These SUPER DETAILED models are individually
numbered and will not be available again

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The English language magazine for the European
Railway enthusiast. A quality production of
about 47 pages, some in colour dealing with
European model and prototype railway scene.
JUST \$6.30 per copy posted.
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NOW IN STOCK The 2 motor version
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Switzerland features all metal body and
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Essential when planning your layout

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FLEISCHMANN, 85/86 - HO & N	4.65
BRAWA, 84/85. HO, N, Z, lights & acc	4.00
BEMO, 84/85. HOe, HOm Loco, Track	5.00
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MARKLIN, Z	2.80
MARKLIN, No.1	2.00
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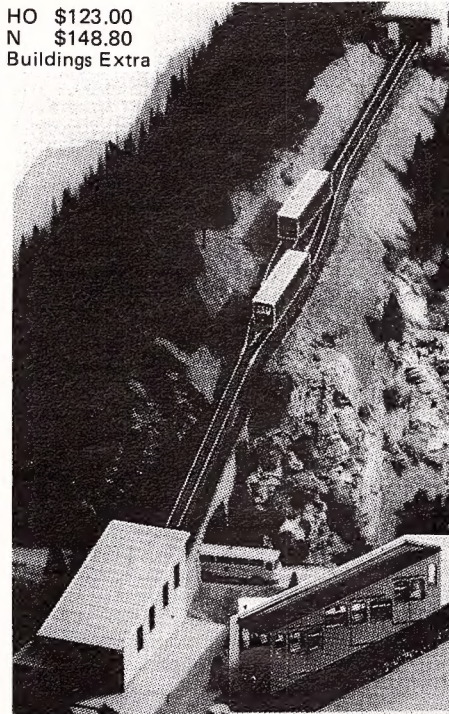
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- Features:
- * Realistic acceleration, coasting & brake.
 - * Superior slow starting & running.
 - * Fully transistorised construction.
 - * Can be hand held or panel mounted.
 - * Overload protected.
 - * Lightweight aluminium construction.
 - * No soldering required.
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- Choice of two models:
Walk Around with Flex or Standard.
Priced from \$81.80 - S.A.E. for full details.

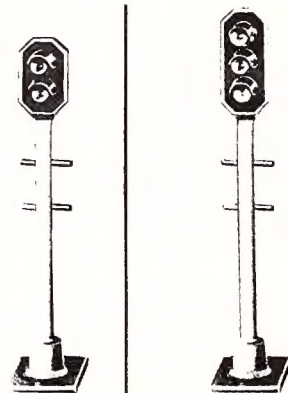
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HO \$123.00
N \$148.80
Buildings Extra



FULGUREX

HO & N all Metal Signals 14-19 Volts
2 Colour 3 Colour
HO 4058 . . . \$10.15 - 4059 . . . \$11.80
N 4084 . . . \$6.75 - 4085 . . . \$8.45



MARKLIN

- * New 1985/85 Catalogue now in stock
- * Limited quantities Marklin 1985 Export models now available. Of interest is a two unit Austrian Rail Bus (similar to 3016 - 4018) Orange body, blue roof & lettering.
Price \$131.00
- * New Primex wagon No. 4599, DB high sided bogie wagon - similar to 1 gauge 5880.
Price \$14.00
- * Now you can run practically any DC loco on your Marklin 3 rail AC system by using Fleischmann No. 691001 Reverse unit - easy to instal Just \$24.00
- * Now in stock, Roxy Swiss made, ALL METAL BLS Ae 6/8 Loco. Unique pick-up shoes enable it to run on industrial radius track. Superb model only \$350.80.
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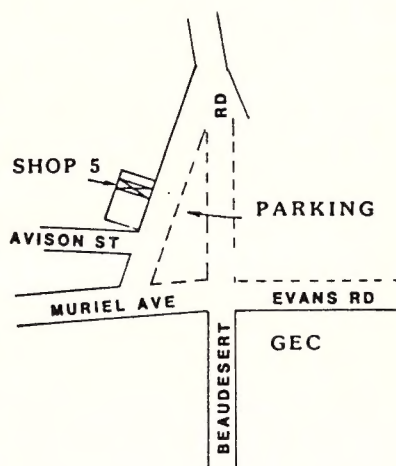
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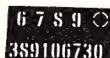
Friday 6.00 pm - 9.00 pm

Saturday 9.00 am - 4.00 pm

BGB

ODIES
AUGE
ROAD

Australian Prototype Body Kits as seen
running through South Australia.



67
972



CUSTOM DECAL SERVICE for the freelance
Modeller. Enquiries to B.G.B.

Rolling Stock Kits

BK 1 SAR M van orig wood doors.....	\$ 8.30
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BK18 VR ZF brake van.....	\$14.40
BK19 VR VP van No.103.....	\$ 8.85
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BK24 SAR Of open wagon with Mallee Root load.....	\$ 6.65
BK25 SAR Dw louvre van.....	\$ 8.85
BK27 VR ELX Open wagon, smooth side.....	\$ 8.85
BK29 SAR M van with CALTEX decals.....	\$14.40
BK30 VR VFSXCSX coil steel wagon.....	\$11.90
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BK32 VR VLXVLX early series.....	\$ 8.85
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BK34 ANR VFX.....	\$17.10
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BK43 VR VP van with BD pattern doors.....	\$ 8.45
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BK45 SAR C/CS bogie cattle van - twin pack.....	\$17.10
BK46 VR E wagon.....	\$ 8.30
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BK49 SAR 600 class passenger car.....	\$22.50

MODELLERS

Large SAE for current price list.

All kits in continuous production.

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**Brass by ALCO & BGM
Retail Sales Only**

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HO/OO

- A-1 Station Platform (Side) 610 x 51mm \$4.50
- A-2 Side Platform Building 146x57x57mm \$4.50
- A-3 Island Platform 610 x 63mm \$4.50
- A-4 Island Platform Building 356x25x44mm \$4.50
- A-5 Two Track Engine Shed 292x114x114mm \$7.50
- A-6 Signal Box 102x60x114mm & Coal Office \$4.50
- A-7 Brick Goods Shed 92x127x96mm (Outside Platform 128x38x16mm, Office 34x34, Ramp 48x27x16mm) .. \$4.50
- A-8 Water Tower 98x66x106mm, Weighbridge Shed 71 x 50 x 50mm \$4.50
- A-10 Large Terminal Building with side buildings, platform stubs etc. 195 x 160 x 180mm \$9.25
- B-21 Swan Inn 152 x 89 x 114mm \$4.50
- B-22 Two Country Shops 60x70x127mm & 57x44x120mm .. \$4.50
- B-23 Barclay's Bank 139 x 70 x 120mm \$4.50
- B-24 Farmhouse 159 x 57 x 102mm \$4.50
- B-25 Police Station 165 x 70 x 102mm \$4.50
- B-27 Country Supermarket & Shop \$4.50
- B-28 Elizabethan Cottages \$4.50
- B-29 Church with steeple \$4.50
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- C-1 Low Relief Hotel, Offices & Restaurant \$4.50
- C-2 Low Relief Cinema, Post Office & Shop \$4.50
- C-3 Low Relief Block of Flats with shops \$4.50
- C-4 Low Relief Period Shops & Offices/Flats \$4.50

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(Sheet size 257mm x 175mm)

D-1 Red Brick, D-2 Yellow Brick, D-3 Engineers' Blue Brick, D-4 Flat Red Tiles, D-5 Grey Slates, D-6 Grey Paving Stones, D-7 Pink Paving Stones, D-8 Grey Sandstone Walling (Ashlar), D-9 Red Stone Walling (Ashlar), D-10 Grey Sandstone Walling (Coursers), D-11 Red Stone Walling (Coursers), D-12 Grey Rubble Walling, D-13 Red Rubble Walling.

MERTEN

FIGURES & ANIMALS



NEW!

HO/OO HORSE-DRAWN VEHICLES

- 2474 Wedding Coach with 2 horses, coachmen, passengers, white \$9.95
- 2478 Two-horse Cab, similar to wedding coach but black/brown \$9.95
- 2480 Butcher's Cart - 4 wheel horse drawn cart with 2 men on the seat & bullock - presumably being led to slaughter \$9.95
- 2495 Two Horse-drawn Buggies with man and lady in each - ladies with parasols \$9.95

Regular Boxed Sets \$4.50

- | | |
|---|---|
| 806 Ladies walking w/bags | 2399 Fat pedestrians |
| 810 3 men, 3 ladies walking carrying bags | 2400 Fat pedestrians (pairs) |
| 812 2 groups of 3 tourists | 2403 Sheep (18) Shepherd, dog |
| 820 3 groups of 2 tourists | 2407 6 cows & calves |
| 853 Ladies individually seated | 2408 6 riding horses |
| 859 Men individually seated | 2409 6 working horses |
| 867 3 groups of 2 seated | 2458 Market stand, vendors, produce |
| 876 Track crew with sleepers | 2465 Table tennis players and tables |
| 896 Farm Workers | 2466 Dogs & Cats |
| 963 Wedding Group, 7 figures | 2481 Windsurfers |
| 967 Wedding Guests | 2482 Rubber Dinghies |
| 2180 Pedestrians (6) & dog | 2490 Tennis players, umpire, ball boys |
| 2191 School Children (7) | 2491 Benches, seats & bins |
| 2280 Train Crew - Shunters etc. | 2493 Rubber dinghy occupants |
| 2319 Washing Day: 5 fig. wash | Boxes contain six figures unless otherwise indicated. |
| 2325 Service Station Personnel | |
| 2343 Construction workers | |
| 2398 Happy Drunks | |

RATIO

HO/OO



New S.R. Signals

- No. 490 S.R. Home Signal \$7.75
- No. 491 S.R. Distant Signal \$7.75
- No. 492 S.R. Home & Distant Signal \$11.25

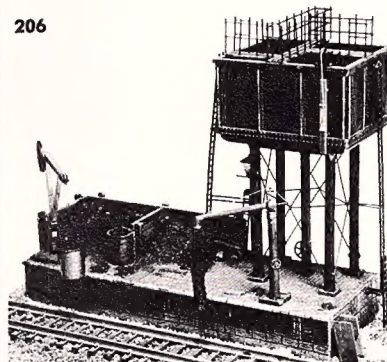
SOME OTHER RATIO HO/OO LINES

- 500 GWR Signal Box .. \$12.95
- 502 Cattle Dock \$17.95
- 503 Platform/Ground Signal Box \$11.95
- 505 Coaling Stage .. \$7.25
- 507 Grounded Van body \$3.75

Kit contains finely detailed metal post with battery box, platforms, post cap, pre-printed arms, balance weights & levers, back shades, wire, plastic ladder. Also included is the famous RATIO remote control lever, cord, etc.



206



New in 'N'

No. 206 LOCOMOTIVE SERVICING DEPOT

This is a complete kit containing platform parts, coaling stage parts, loading crane & water crane parts, laddering, walk ways etc.

\$12.95

The other kits in the RATIO 'N' Scale Series are also available.



HO/OO

MODEL RAILWAY PRODUCTS
PROUDLY MADE
IN AUSTRALIA

AUSTRALIAN COUNTRY SERIES

OCTOBER RELEASE

No. 9484 1,000 GALLON WATER TANK ON TALL STAND

- * Inflow, outflow & overflow pipes
- * Four legged stand 52.5mm (15') high
- * Easy to assemble metal parts
- * Requires only glue and paint

\$5.50

NOVEMBER RELEASE

No. 9485 12ft GALVANISED IRON STOCK TROUGH

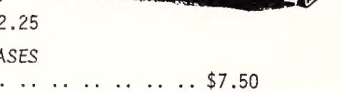
- * Complete with inlet pipe and ballcock cover
- * Easy to assemble metal parts
- * Requires only glue and paint

\$2.25

OTHER RECENT Sentinel RELEASES

- 9480 Yard Crane Kit \$7.50
- 9481 Windmill Kit \$4.50
- 9482 Universal Point Lever, 5mm throw, positive lock \$2.95
- 9483 Station & Yard 1,000 Gallon Tank on low stand \$3.95

Plus all the other regular Sentinel lines



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MODEL MAIL

AUSTRALIAN OUTLINE SUPER SPECIALS - VALID ONLY UNTIL DECEMBER 24th, 1985

		RRP	Our Price			RRP	Our Price
208164	Lima 422 Class Diesel	\$ 63-00	\$ 45-95	TP100XPT	Lima 7 Car XPT Set.....	\$203-95	\$149-95
			(THATS CHEAP)		(Power & Dummy Power, + 5 Cars - thats prototypical)		

THESE ARE JUST SOME OF OUR NORMAL PRICES FOR AUSTRALIAN OUTLINE MODELS

LOCOMOTIVES

		RRP	Our Price			RRP	Our Price
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208164	Lima 422 Class	\$ 63-00	\$ 49-95	208043N	Lima V/Line 'S' Class.....	\$ 55-80	\$ 43-95
208049N	Lima ANR Green/Gold 930	\$ 55-80	\$ 43-95	208123	Lima ANR Red/Silver GM	\$ 55-80	\$ 43-95
6104	Trax SAR 830 Class	\$ 65-00	\$ 54-95	6105	Trax Unpainted 48 Class	\$ 65-00	\$ 54-95

TRAIN PACKS

LOCOS WITH 4 LIMA PASSENGER CARS (1 x TAM, 1 x MBE, 2 x MFE.)

		RRP	Our Price			RRP	Our Price
TP10038	With Lima 38 Class	\$159-30	\$119-95	TP10042	With Lima 42 Class	\$117-00	\$ 89-95
TP100422	With Lima 422 Class.....	\$124-20	\$ 95-95				

LOCOS WITH 4 TRAX PASSENGER CARS (2 x FS, 2 x BS)

		RRP	Our Price			RRP	Our Price
TP10138	With Lima 38 Class	\$193-20	\$145-95	TP10142	With Lima 42 Class	\$135-60	\$105-95
TP101422	With Lima 422 Class	\$142-80	\$109-25				

LOCOS WITH MIXED FREIGHT TRAIN (MHG Brake, BDX Gondola, AIS Hopper, Container Car, BP Tanker and Car Carrier)

		RRP	Our Price			RRP	Our Price
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TP11042	With Lima 422 Class	\$122-25	\$ 95-95				

LOCOS WITH TRAX MHG and 4 BDX GONDOLAS

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TP111422	With Lima 422 Class	\$118-75	\$ 95-95				

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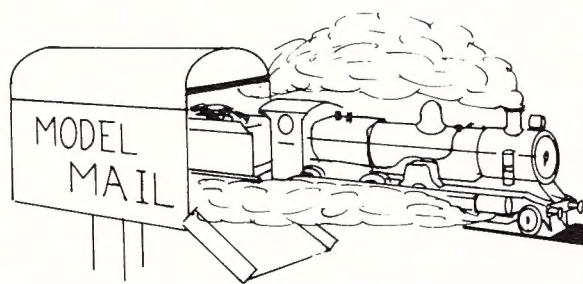
6027SP	6 Trax AIS Hoppers	\$ 29-70	\$ 24-00	6030SP	6 Trax flatcars & containers	\$ 29-70	\$ 24-00
6031SP	6 Trax BDX Gondolas	\$ 65-70	\$ 55-00	6035SP	6 Trax Manildra wheat hopp	\$ 45-00	\$ 36-00
303239S	6 Lima 62ft Ampol tankers	\$ 77-70	\$ 59-00	303626S	6 Lima BP tankers	\$ 70-20	\$ 55-00
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GEELONG — Victoria. January 24, 25, 26, 27 1986 at Centenary Hall, corner Cox Road, and Melbourne Road, Norlane. Open 6pm-9pm (Fri), 10am-9pm (Sat), 10am-6pm (Sun), 10am-5pm (Mon). Admission \$2/\$1, Family \$5. Organised by the Corio Model Railway Club.

MT. BARKER — South Australia. March 1, 2 1986 at the Mt. Barker Recreation Centre, Wellington Rd., Mt. Barker. Details PO Box 526, Balhannah, 5242. Ph (08) 391 0451.

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CHATSWOOD — N.S.W. March 15, 16 1986 at Civic Centre, Victoria Avenue, Chatswood. Open 9am-7pm (Sat) 10am-5pm. Admission \$2.50/\$1.50. Organised by the Willoughby Festival Model Railway Exhibition Committee.

CONVENTIONS

WELLINGTON — New Zealand. March 28, 29, 30, 31 1986 at the Academy Convention Centre. Further details from Harbour Capital Convention, PO Box 2700, Wellington. New Zealand.

SYDNEY — N.S.W. May 17, 18 1986 at Macquarie University. A modellers convention organised by the Australasian Region of the N.R.M.A. All modellers welcome. Details: John Saxon, P.O. Box 155, Baulkham Hills, 2153. Phone (02) 84 7383

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Membership entitles you to participate in the activities of the Association, to receive AMRM and our regular newsheet Booster. Standards,

Recommended Practices and Information Sheets covering model railway practice are included in the joining kit together with a vinyl ring binder and are also issued at regular intervals.

For further details write to the Secretary or contact the divisional representative.

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MEETINGS

New South Wales

December 14 — Meeting and Running Session at Epping.
January 11 — Running Session at Auburn.
February 8 — Workshop Clinic at Rockdale 'Painting Backdrops'

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December 14 — Family Christmas Party.

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December 14 — Social Afternoon with films at Mt. Waverley.

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SCR Publications.

Australian Model Railway Magazine

COMMENT

Modelling Standards

From time to time AMRM contributors, particularly reviewers are taken to task for demanding such a high standard in the products manufactured for the local market.

These critics make the claim that if the product looks like the prototype it is good enough. It doesn't matter if the major dimensions are out or that detail parts are in the wrong place. If it looks right its OK! And we, the magazine, should be more benevolent in our comments.

If this attitude was applied to AMRM we would be able to transpose pages with each other, leave blank spaces where photographs should be and allow the printer to under and over ink as much as he desired. No one could complain for it would be close enough, and the readership would be benevolent with their comments and attitudes. We could even be forced to accept payment 'near enough' to the retail price.

What rot! In each and every way we all demand to get what we pay for. AMRM has always aimed high not only with the standard of how we put the magazine together, but also with our requirements — this giving our readership value for money. Sure we make mistakes and we have over 8,000 readers who will quickly point out these. It is often embarrassing to receive these comments, but it is part of the responsibility of producing a product.

The same goes for a manufacturer/importer. While they purport to produce a model to a scale, be it O, HO or N, if the model does not measure up he expects to cop the flack. We all know that there has to be some relaxation with scale accuracy, and very few modellers object while this percentage is small. We also expect to have some minor defect with detail position. But when both of these aspects of a model exceed current standards, purchases are justified in complaining.

Whether the fault has been caused by an unfriendly toolmaker or moulder, or even the instruction printer, the supplier of the final product accepts the full responsibility. So why accept the 'if its close, its good enough' attitude. Is not the final aim of MODEL railroading to get the model as close to the prototype as possible. If so then why complain when someone sets a standard higher than your own. Surely the complaints are not to cover the complainer's inadequacies.

AMRM has always aimed high, as does most manufacturers, the result being, in most instances, a range of accurate, highly detailed models. By continuing to demand that this high standard is maintained, and improved, we can expect to get models that not only look right but are right. After all, we do not want to revert to accepting models of the deplorable standard of the late '60s and early '70s, do we? Or do we!

Bob Gallagher.

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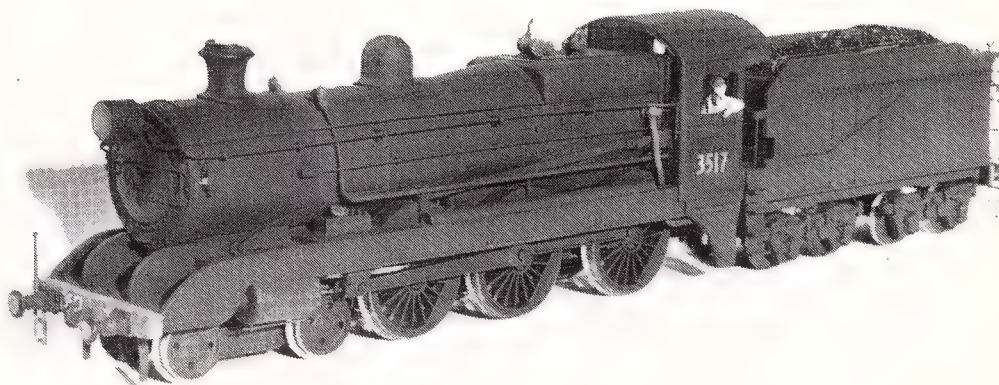
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The February 1985 issue featured some of the competition winners at the 1984 'Modelling the Railways of NSW' Convention — unfortunately space restrictions did not permit all the photographs to be used. Above is the winner of the kitbashed locomotive section — 3517, an FSM kit which was assembled and detailed by John S. Glastonberry. Photograph by Jack Parker.

ON THE COVER

Railcars are rare in Australia these days as railways systems turn to the road bus for passenger fleet. For the modeller railmotors are of special interest, and this magnificent photograph by Jean Campbell illustrates Kookaburra, one of the Bluebird class in service on the Australian National system, near Crystal Brook in March 1985. Note the weathering detail where the red dust has settled on the undergear.

DERAILMENTS

Last issue a number of errors were found in sections of the magazine.

On the cover, an article on the VR U vans was indicated — it should have read VR T vans. The U van article is in this issue.

Bob Grime should have been listed as co-author of the Melton Bridge article along with Graeme Lewis.

Photographs credit to Graham Ball in the Silverton diesel article should have been credited to Kevin Ryan.

Some readers misinterpreted the caption of the centre photo on page 32 (the Vulcan Vale). A letter explaining the misinterpretation is found in the Vulcan Vale article in this issue.

In 'Modelling W44' a couple of captions suffered by having the CG and GC wagon codes transposed.

The Management of AMRM apologises for any embarrassment caused by the above errors.

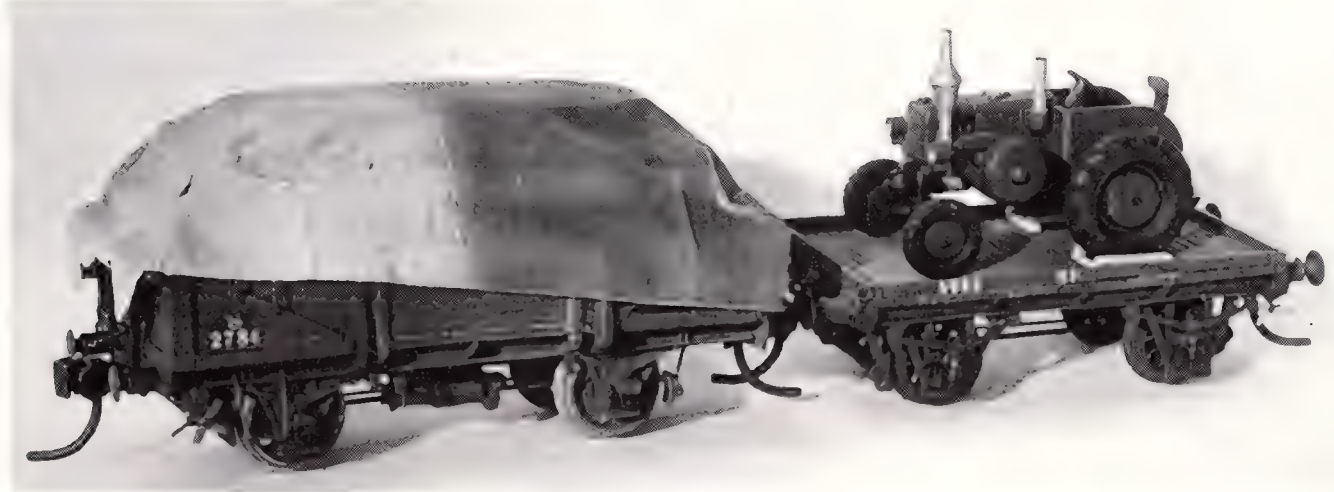
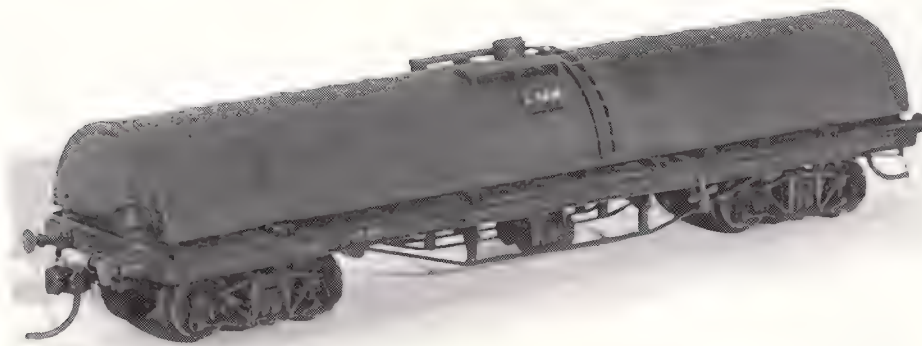
This issue of **PAGE TWELVE** illustrates a number of HO scale models built by James McInerney.

Jack Parker was the photographer.

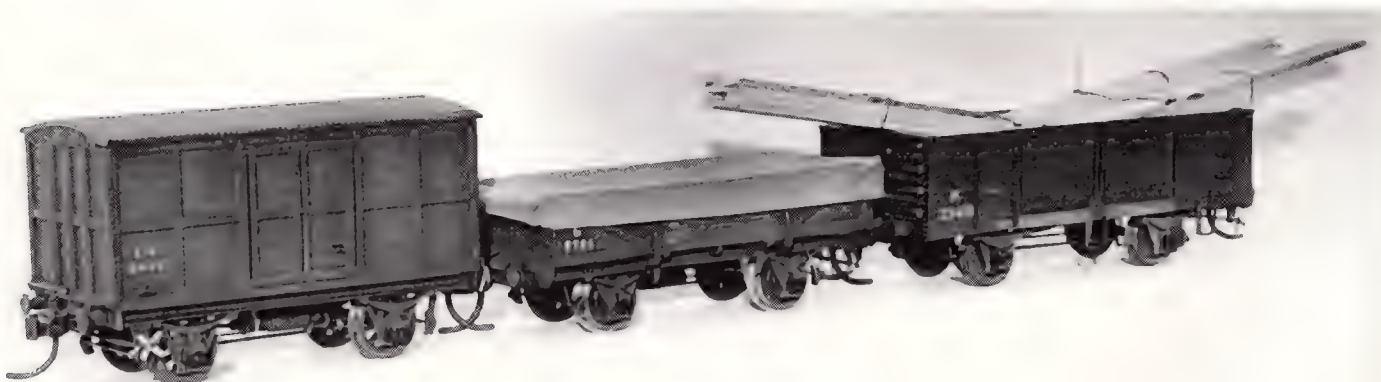
L504 is a modified Stephen Johnson Models kit. The underframe has been narrowed to scale width and extra detail including coupler pockets and uncoupling levers added.

HS 408 complete with panelling is a scratchbuilt van, made of styrene. The method of construction was followed from an article in a British magazine. The panelling was cut from 5 thou styrene and glued to the 30 thou car side. The windows were then cutout and the glazed droplights glued in place, some in the down position. The handrails are brass wire, the doorknobs modified track pins and the ventilators carved blocks of styrene. The bogies and vents are Prototype and the sprung buffers MGW. The roof was carved from balsa and covered with tissue paper. The model was then painted in a dark unlined red.

The photograph below illustrates S 2784 and SF 5085. The S wagon is a superdetailed casting that was once marketed by James under the CMJ brand. It has a removable tarped load of bags of wheat. The SF is largely scratchbuilt, except for the axle boxes and the W irons which are Peco. Both wagons have full brake gear and hand wheels while the S wagon has coupler lift bars. The SF does not as the prototype had screw couplings.



CV 9446, S 2784 and K 23416. The CV and K wagon are from kits by Berg's Hobbies while the S wagon is the same as above but with another removable load. All are superdetailed and weathered. The tarp and load of timber are removable.





P505 heads a short passenger train towards Perth, consisting of 2 ACL coaches and a ZA guards van. ACL coaches are side loading (dog boxes) with each compartment having access to a toilet. The shed at the near end of the platform is a model of the standard WAGR shed, this particular one being modelled on the one upon the Armadale station. The dimensions and profile of the Bindiup station building are based upon the Mundijong station but with the front modelled upon Pemberton. The telegraph poles are scratchbuilt using code 70 rail for the poles and Evergreen styrene strip for the cross arms. Each of the 16 insulators were glued on and painted individually on the 16 such poles on the layout.

BINDIUP

SOUTH WEST MAINLINE IN Sn3^{1/2}

by Graham Watson

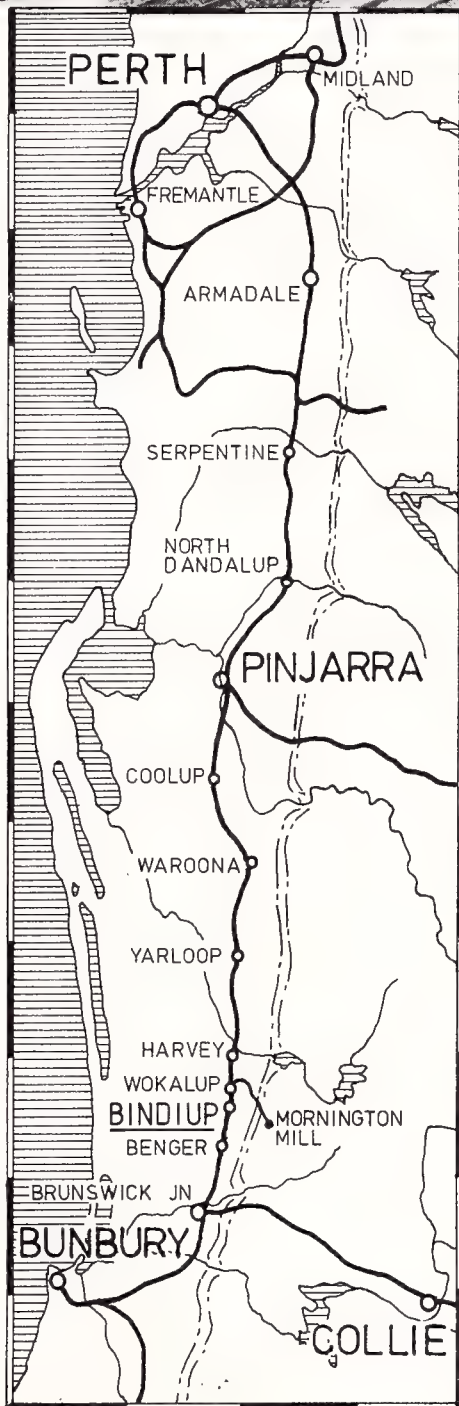
Bindiup: The Story

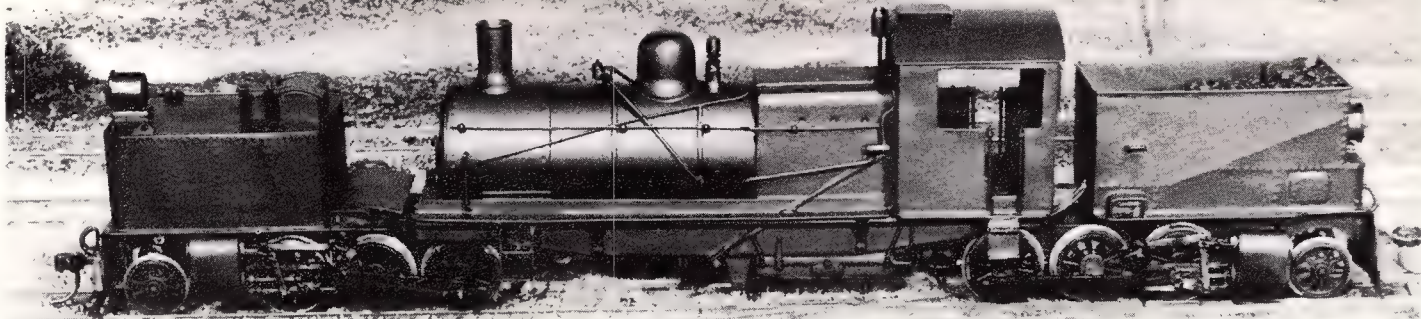
It is the 1960s, and just over 90 miles from Perth by rail, on the South West mainline, is the small station of Bindiup. In common with Harvey, Serpentine, North and South Dandalup and many other townships and stations on this line, Bindiup is named after a water course, in this case, the Bindiup Creek. This small creek crosses under the railway line at the northern end of the Bindiup station yard, a short distance from the station building itself.

The Bindiup station is located on the narrow strip of the coastal plain, which is sandwiched between the South West Highway and the sharply rising Darling Ranges, a short distance to the east of the line. The run-off from the Darling Ranges is responsible for the many creeks in this area and explains the many bridges and culverts on this section of the mainline.

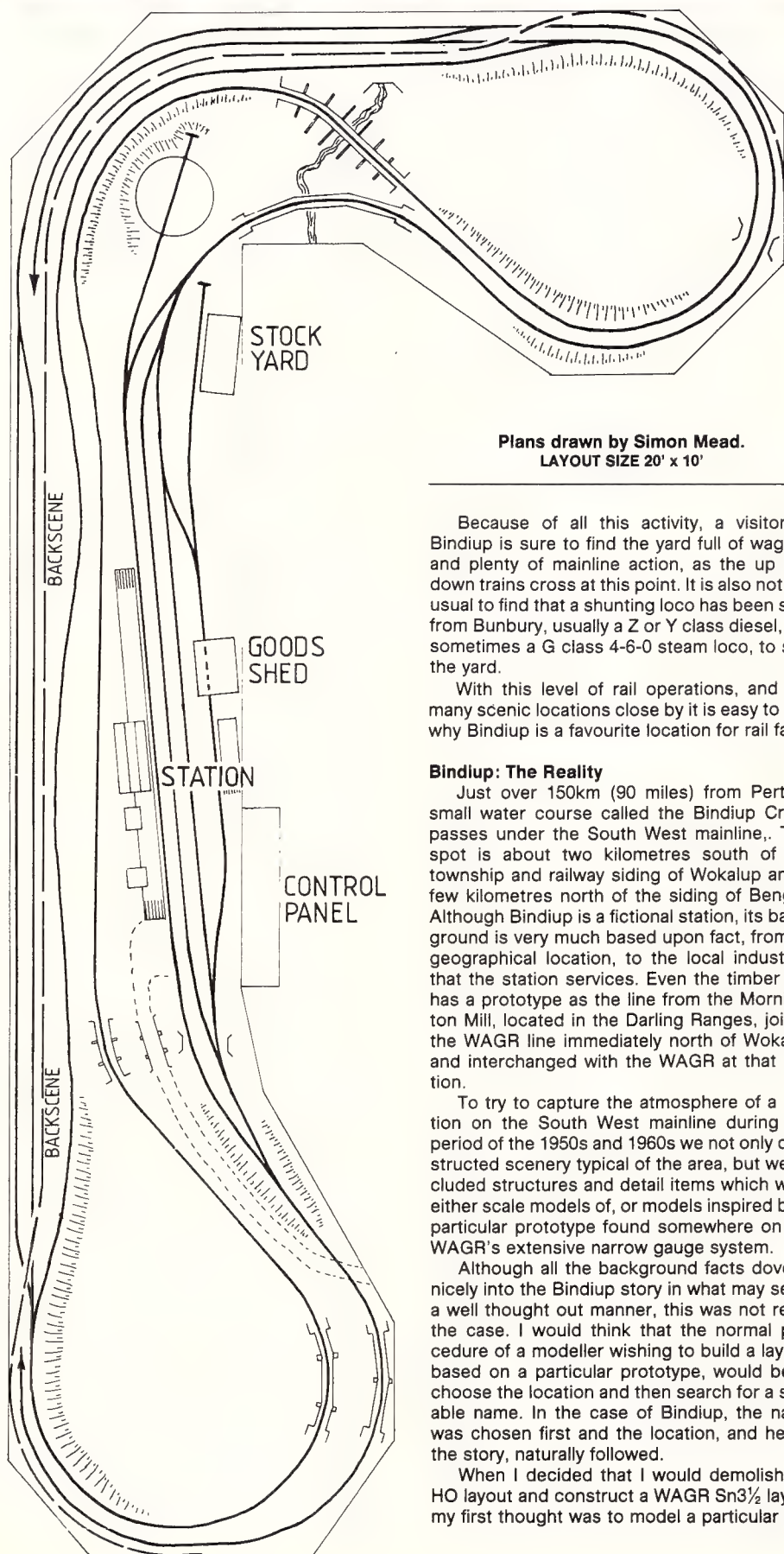
The Bindiup station services a thriving rural township as well as the local agricultural industries. The major industries are cattle grazing, both beef and dairy, and potato production. These industries are reflected in the SAYS TO facilities found at the station. The loading REMOVE platform, crane and goods shed service the produce, the general goods and parcels traffic, while the cattle dock facilitates the movement of livestock.

Being on the South West mainline, Bindiup sees the passing of many trains each day, including passenger services between Perth and Bunbury such as the 'Australind' express, coal traffic between Collie and the Perth metropolitan area, as well as general freight traffic to and from the very productive South West corner of the State of Western Australia. Of course, included in this freight are vast amounts of sawn timber loads, both Jarrah and Karri, from WA's world renowned hardwood forests. The Karri originates from the forests further south of Bindiup but much of the Jarrah grows in the forests in the Darling Ranges. The timber companies laid many miles of railways to transport the logs back to the mills, and to connect their mill to the WAGR system. One such mill, which is located in the Darling Ranges just to the east of Bindiup, is the Evenington Mill. This mill line, which operates its own small fleet of locomotives, connects with the WAGR mainline a couple of miles to the south of Bindiup and uses this station as its interchange point. Here it deposits its wagons of sawn timber and picks up empties, both four wheel and bogie open wagons, and bogie bolster wagons, for future loads. To enable a quick turnaround of the mill locos Bindiup is equipped with a small turntable, ash pit and water tower on a short spur off the mainline.





Easily the most popular loco with the on-lookers at the 1984 Exhibition was this MSA class Garratt. Lynton Englund scratchbuilt this loco from brass, while it is powered by a Portescap motor and gearbox. The WAGR built 10 of these Garratts in 1930 and the last one was withdrawn in 1963.



Plans drawn by Simon Mead.
LAYOUT SIZE 20' x 10'

Because of all this activity, a visitor to Bindiup is sure to find the yard full of wagons and plenty of mainline action, as the up and down trains cross at this point. It is also not unusual to find that a shunting loco has been sent from Bunbury, usually a Z or Y class diesel, but sometimes a G class 4-6-0 steam loco, to sort the yard.

With this level of rail operations, and the many scenic locations close by it is easy to see why Bindiup is a favourite location for rail fans.

Bindiup: The Reality

Just over 150km (90 miles) from Perth a small water course called the Bindiup Creek passes under the South West mainline. This spot is about two kilometres south of the township and railway siding of Wokalup and a few kilometres north of the siding of Benger. Although Bindiup is a fictional station, its background is very much based upon fact, from its geographical location, to the local industries that the station services. Even the timber mill has a prototype as the line from the Mornington Mill, located in the Darling Ranges, joined the WAGR line immediately north of Wokalup and interchanged with the WAGR at that station.

To try to capture the atmosphere of a station on the South West mainline during the period of the 1950s and 1960s we not only constructed scenery typical of the area, but we included structures and detail items which were either scale models of, or models inspired by, a particular prototype found somewhere on the WAGR's extensive narrow gauge system.

Although all the background facts dovetail nicely into the Bindiup story in what may seem a well thought out manner, this was not really the case. I would think that the normal procedure of a modeller wishing to build a layout, based on a particular prototype, would be to choose the location and then search for a suitable name. In the case of Bindiup, the name was chosen first and the location, and hence the story, naturally followed.

When I decided that I would demolish my HO layout and construct a WAGR Sn3½ layout my first thought was to model a particular sta-

tion as we did with the 'York' layout. The station I had in mind was Clackline, which was the junction of the Milling line and the Eastern mainline to Kalgoorlie. It did not take long for the truth to dawn upon me that my shed was not large enough to house a layout which would retain the character of Clackline and the spacious feeling so characteristic of most WAGR stations. The answer was, of course, to construct a freelanced but typical layout, using features found on most WAGR stations. Once I realised I would have to be content with a freelanced layout I decided to place it somewhere on the South West mainline as there is a greater variation and intensity of operations on this line compared to the Eastern line.

A typical station in the South West just had to have a name ending in 'up' as there are hundreds of such place names, and dozens of railway stations so named. Also, the location had to be south of Coolup, as this station was the limit of the automatic signalling and so all stations south of Coolup had semaphore signals, which I prefer.

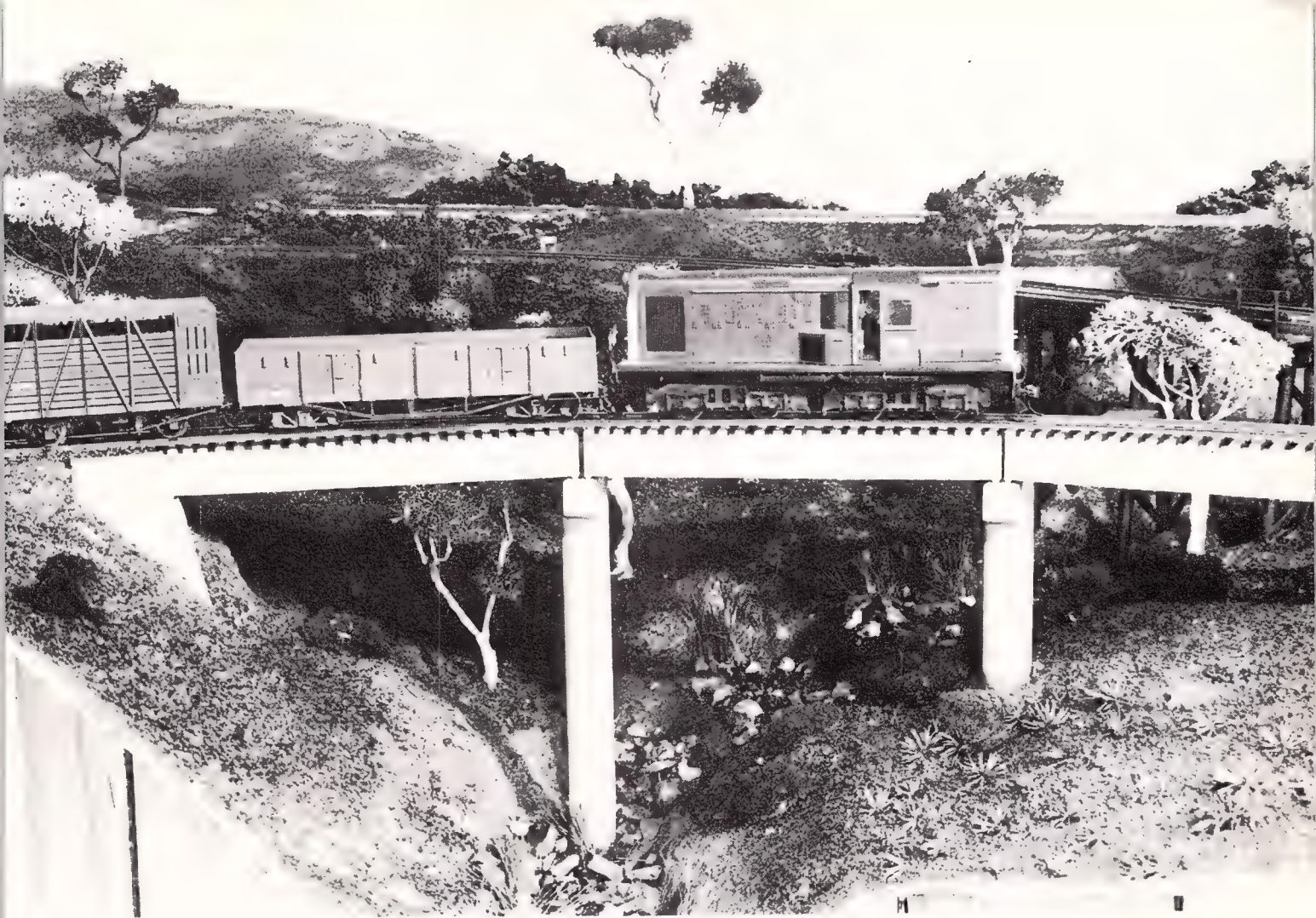
Large scale maps of this area were searched for creeks and rivers, the names of which ended in 'up' and which were not applied to any towns or stations. The result of this search was the Bindiup Creek and so Bindiup came into being, with a ready made story to justify its existence.

Bindiup: The Layout

I am really not sure any more whether I designed a layout to suit the chosen prototype or whether I chose a prototype to suit the layout I had designed. Notwithstanding this 'chicken and egg' situation, the layout I desired had to contain certain features such as easy grades, minimum 24" (60cm) radius curves, two independent circuits, hidden sidings, and a reasonably good sized station. The layout had to contain all these features and have prototypical scenery representative of the chosen locations, within the restrictions imposed by (i) the size of the shed in which it was to be housed; (ii) the prototype; and (iii) the suitability for display at exhibitions.

The internal dimensions of my shed were 20'6" (6.3) x 10'6" (3.1) and it also housed my modelling bench and my general workbench, as well as sundry household junk. I have since shifted house, and now have a large shed available for the layout.

It was considered that I would be stretching modeller's licence too far if I included two common modelling (and prototype) features on the visible part of the layout, which just did not appear on this section of the South West mainline. The two features referred to are the fly-overs and tunnel mouths. To the best of my knowledge, the WAGR did not have any fly-overs solely on their narrow gauge system and could only boast one tunnel which was at Swan View on the, now abandoned, section of the



Above: Y1114 is Bunbury-bound as it traverses one of the many creeks in the area. The girder bridge, constructed by Gavin Stallard, is based on the railway bridge at Balingup. The pylons are made from polythene electrical conduit, while the girders are made from styrene. The rail was hand-laid onto bass wood sleepers. Like the prototype, this bridge is also curved, but to a far smaller radius, 60cm in fact.

Right: No West Australian layout would be complete without the ubiquitous trestle bridge. Crossing this trestle is Z1152 with a load of sawn timber from the Evenington Mill. The stone culvert in the background is based on a similar culvert near Wundowie, on the now abandoned Eastern line. The trestle was constructed by Simon Mead, while the culvert is a Wills/Cattle Creep. (Photo by Simon Mead)

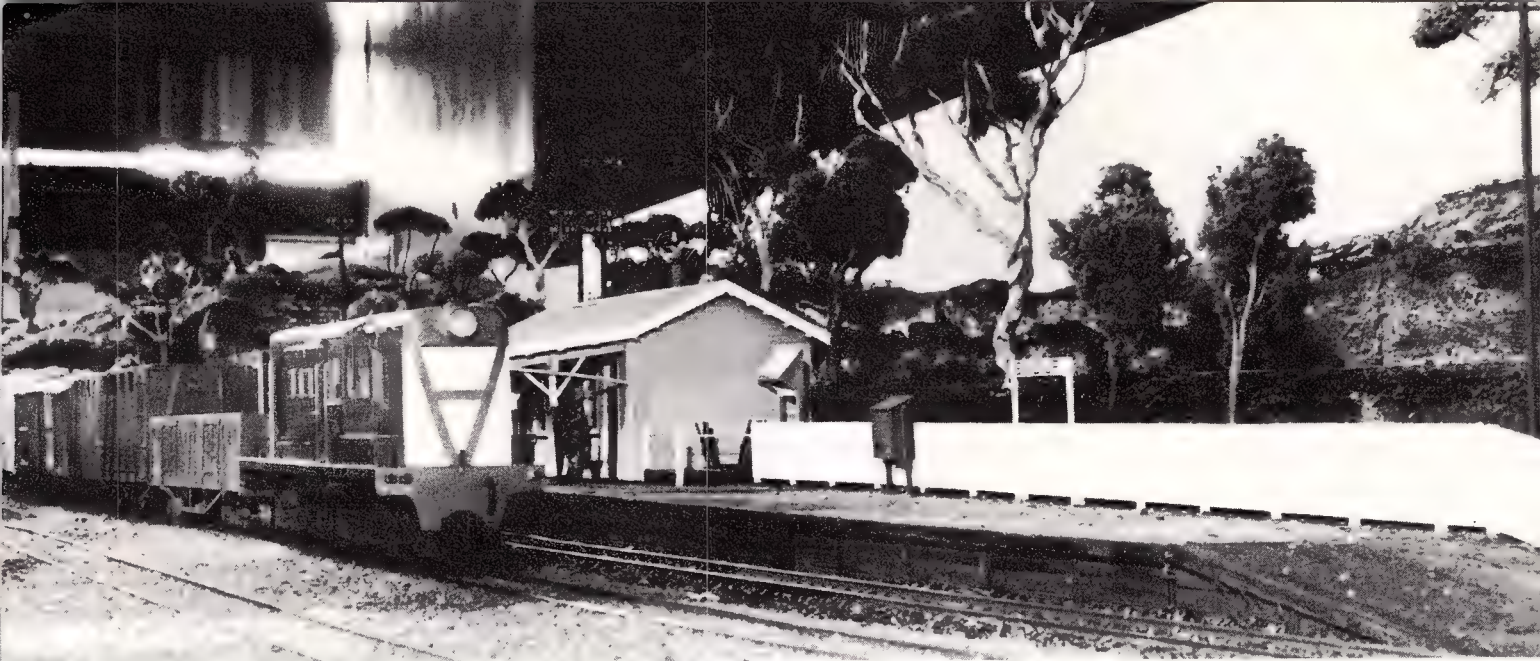
Eastern mainline between Midland and Northam.

For a layout to be suitable for display at exhibitions it has to be designed so the 'paying public' can see all of the features to the best advantage and, of course, the layout has to be able to be broken down into easily transportable sections.

Despite all of these restrictions, the final layout plan satisfied most of the criteria I had set for it. Although subsequent operations have revealed a couple of minor shortcomings in the trackplan I have no intentions to alter the layout at this stage.

I do not intend to describe the construction of the layout in any detail; suffice to say the baseboards are of L girder construction, the scenery is *hard shell* using International Hardwall plaster coloured by the *zip texturing* method of applying coloured powders and dyed sawdust. The layout is wired for cab control and utilises multi-pin plugs to carry the current for traction and point motors over the

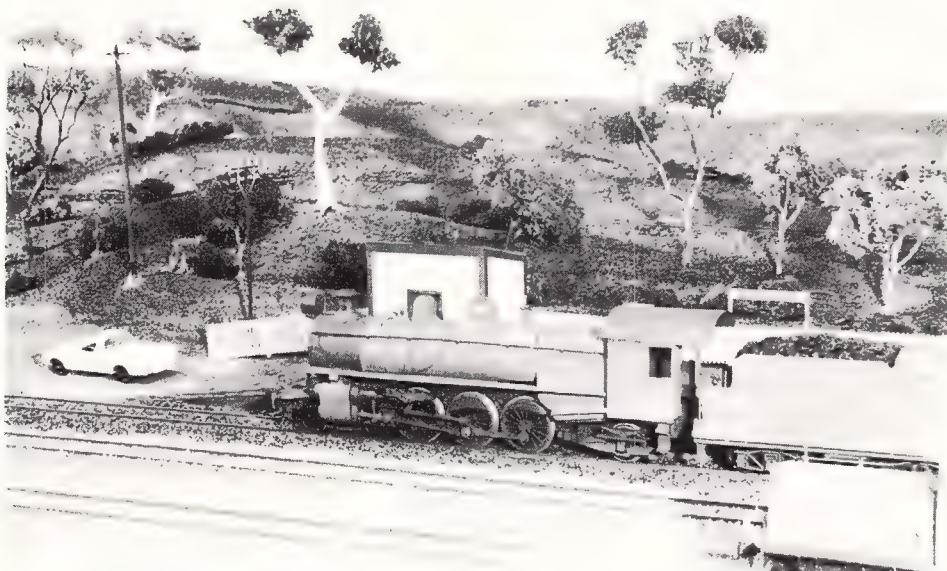




It's shunting completed, Y1114 prepares to continue its journey south. This loco, scratchbuilt by Gavin Stallard, is powered by a pair of Spuds and was featured on Page 12 of the April 1984 issue of AMRM.



A busy moment at Bindiup with the yard crowded and with plenty of freight to be shifted. The yard crane is by 'Gem' and, while it is not an exact model of a WAGR crane, it bears more than just a passing resemblance to the prototype. The Bedford truck bears the number plate Y138 which indicates that its licence is registered in York.



No Australian layout could be complete without a Holden car, or ute. This one is a 'Fun HO' model but it does not look out of place on an S scale layout. The granite chip ballast used on the mainline contrasts greatly with the river sand used to represent the gravel ballast in the yard. This photo also illustrates how the ballast covers up all the sleepers.

joins between the five baseboards.

One of the advantages of Sn3½ over the other gauges that can be used to represent 3'6" gauge is that use can be made of the easily available proprietary 16.5mm (HO/OO) track. The Bindiup layout uses Peco code 100 nickel silver flexible track and Shinohara points. To give the track that typical narrow gauge look, the sides of the rails have been painted a rust colour and the ballast not only completely covers the undersized sleepers, but also is extended out beyond the edge of the sleepers so the total width of the ballast strip is of prototype dimensions.

Although construction of the layout began in August of 1983, it progressed at a sedate pace until February 1984 when it was decided to exhibit it in the 1984 Perth Model Railway Exhibition which was held on the first weekend of June of that year. Construction proceeded at a much greater rate from then on, with the members of the York group attending my place every Sunday to work on the layout and to savour a pie and sauce lunch for their efforts.

Basically, the complete construction of the Bindiup layout was a team effort by the York group, led by Simon Mead, who oversaw all the various stages of construction.

The operation of the layout at the 1984 Model Railway Exhibition was a similar affair, with the whole group contributing locos and items of rollingstock, manning the layout, and answering numerous questions for the duration of the exhibition.

I have deliberately kept my comments about the layout very general, although I fully realise that I have left unexplained many examples of model railway jargon, such as 'L girders', 'cab control' and 'zip texturing'. Hopefully other features of the layout, such as the structures, will be illustrated by the photos and explained by the captions.

It is beyond the scope of this article to describe in detail the locos and rollingstock, other than to say that they are all either scratchbuilt or reproduced in rubber moulds from scratchbuilt patterns. If demand, or motivation, is great enough they could feature in future articles in this magazine.

Bindiup: The Trees

We were very pleased to receive many favourable comments regarding the scenery on the layout at the 1984 Exhibition, especially when many of these comments came, not from experienced railway modellers, but from people who obviously knew the West Australian countryside and could identify with the landscape depicted on the layout.

Right: Z1152, its work completed, rests in the afternoon shade from a Hurley gum tree. The box on the shunter's float is to carry spare hooks for the chopper couplings, as only one hook is needed to couple a pair of wagons. (Photo by Simon Mead)

Centre: Readers with an eye for detail will notice not only the station name-board, the platform scales and the typical WAGR open lever frame, but also four (yes, four) would-be passengers waiting for the train. The cattle wagons in the yard are an indication of the importance of livestock traffic on this line.

Below: Y class 1114 finds itself at Bindup on shunting duties, working its way south to Bunbury. The goods shed, while being a standard WAGR design, is a scale model of the goods shed at Armadale. The water tank, an HO kit that used to be available from the Model Dockyard, is probably closer to S scale than HO scale!

The trees came in for special mention as no scene of the South West is complete without a fair number of gum trees. In all, there are fifty-eight trees on the layout and seven tree stumps! Fifty of the trees were made by myself using, what we call the 'Hurley' method, as it was Ross Hurley who demonstrated this method of tree construction to us about ten years ago.

The method in question is where the basic form of the tree is wound up from seven strand copper earth wire. The skeleton tree so formed is given a couple of coats of Selley's 'No More Gaps' diluted with water a little and vigorously stirred until it is of a honey like consistency. The advantage of No More Gaps over plaster or 'Polyfiller' is that the branches can be moved, either deliberately or by accident, and not have any of their coating break off. Both the white and brown coloured No More Gaps have been used to simulate white gums and red gums respectively. After the trunks have been stained from contents of the 'gunge' jar, foliage is glued to the branches. We used lichen but Ross uses sea sponge. The gunge jar, by the way, is the jar of thinners in which the paint brushes are washed.

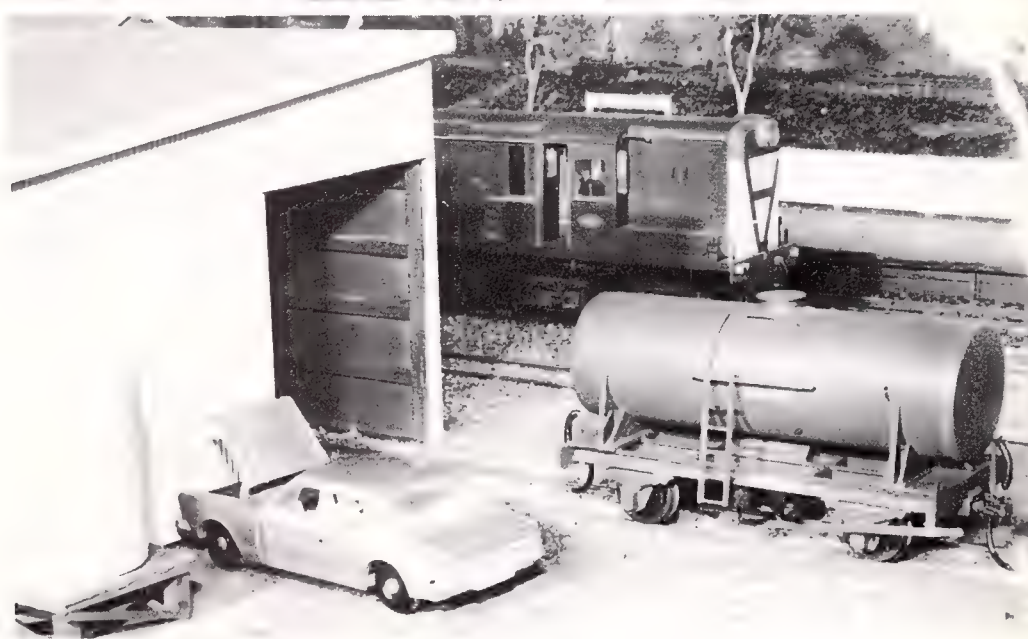
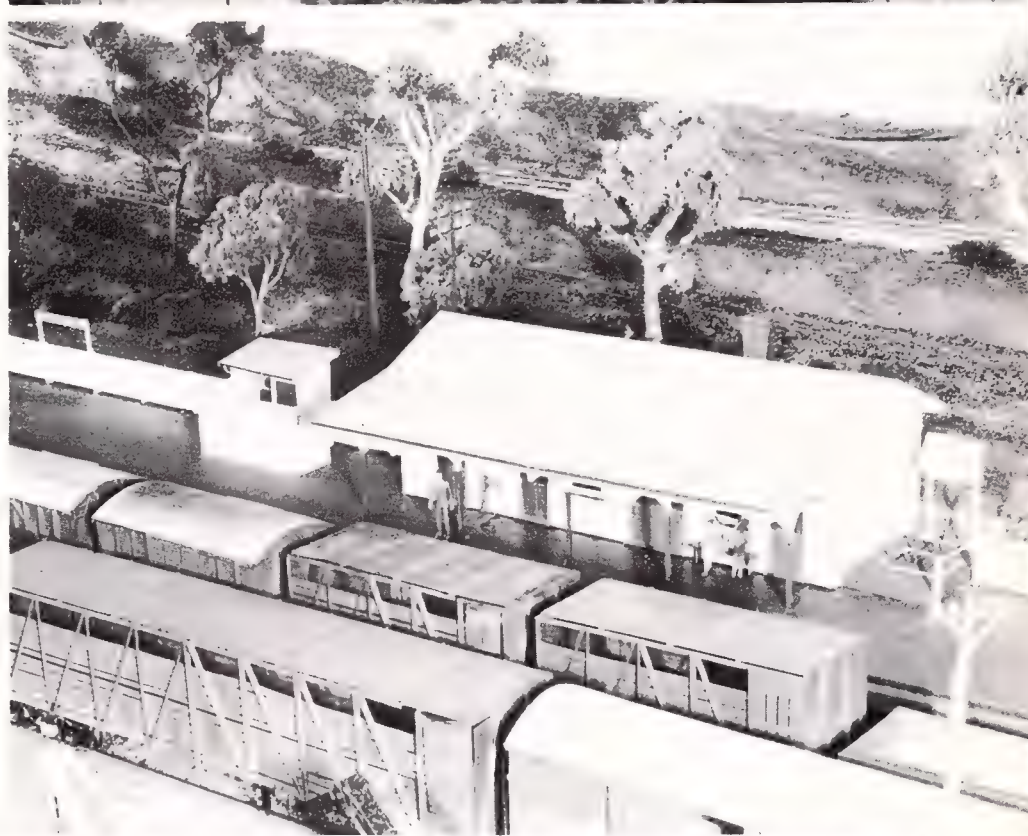
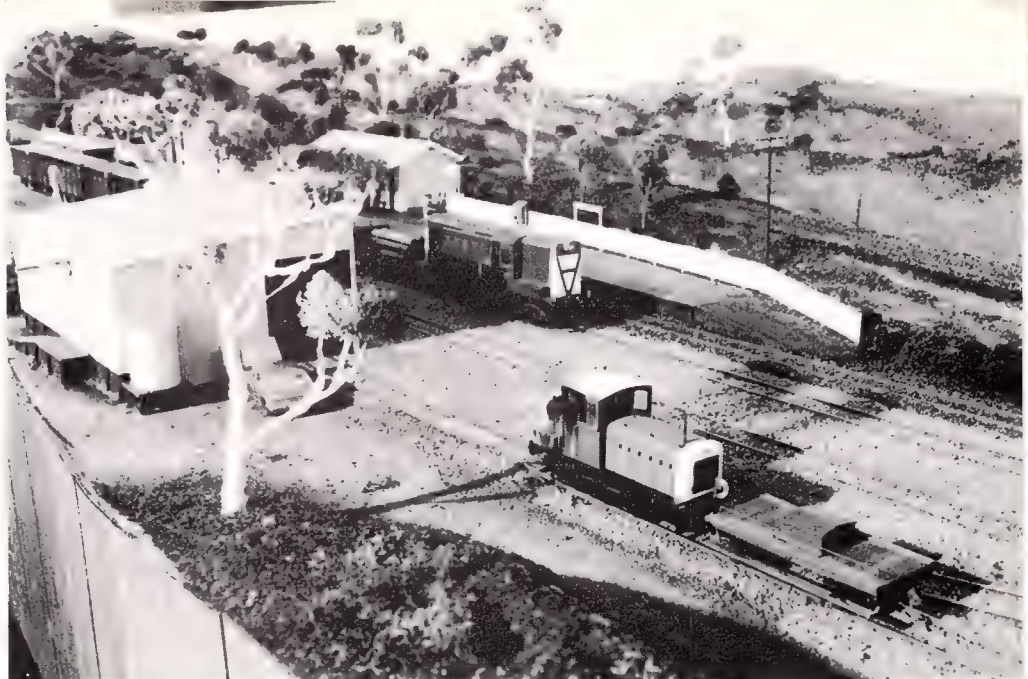
The trees vary, not only in height and shape, but also in the number of branches. The shorter trees near the back scene have only three or four branches. The taller trees in the foreground have, on the average, 14 branches, but a couple have 21 and one tree boasts 28 branches. It is no coincidence that the number of branches, in many cases, is divisible by seven!

The eight trees I did not make are proprietary white metal trees by Woodland Scenics which are foliated with ground foam produced by the same manufacturer. These trees, which obviously differ from the gum trees, are found growing at the rear the station building, having been planted by the stationmaster who was a keen gardener!!

The seven tree stumps, also white metal castings by Woodland Scenics, are nice scenic detail items, but were lost on the public at the Exhibition and, even now, it takes me a few minutes to find all of them and many a visitor to the layout has spent a frustrating five minutes trying to find them.

The landscape could easily accept another 50 trees and still not look over-forested, but tree construction can become a real chore, so I will probably 'one of these days' construct about half that number and fence off the treeless areas into paddocks for cattle grazing, which is what has happened on the prototype!

One tree that the layout could accommodate in great numbers is the 'grass tree', better known as the West Australian 'black boy' which grows in many areas of the State, but is





Top: The Guard is going to have his work cut out unloading the freight from this ZA guards van. ZA guards vans had two passenger compartments and were generally attached to freight trains to give them 'mixed goods' status. This ZA was scratchbuilt by Lynton Englund. The station nameboard was constructed from Evergreen styrene strips, while the lettering is by Letraset. The picket fencing is by Ratio and, although made to 4mm scale, it looks the part in S scale.

Centre: A closer view of the open lever frame, positioned on the platform, alongside the station building.

Below: Z1152 heads north, with the shortest of trains, to carry out shunting duties at Bindiup. The bridge, constructed by Gavin Stallard, is closely based on the bridge in the John Forrest National Park on the old Eastern Mainline. The Z class loco body was scratchbuilt by Simon Mead and is powered by the Mainline 03 diesel chassis. (Photo by Simon Mead)

Photos by Bob Gallagher and Graham Ball, unless otherwise noted.



especially common in the South West of WA. I constructed one, using multi-strand electrical wire and, although I placed it upon the layout, I was not satisfied with it or the method of construction, and so until further investigations of other methods take place, unfortunately no more black boys will appear around Bindiup.

Bindiup: The Future

It has been said many times that a layout is never completed. It is also true that a layout does not last forever. Therefore I suppose one should aim to add as much as one can to a layout before the layout is dismantled or it falls to bits by its own volition. It is still my aim to one day construct a layout which depicts a 'real life' West Australian station along with its accompanying scenic features. However, until that day comes along there is a whole list of features which I plan to add to Bindiup, although I have deliberately not set any time scale for this to happen.

I have mentioned previously that exhibition operations could be improved by a slight alteration in the track plan, so trains operating on the 'upper circuit' could have access to the hidden sidings behind the sky boards at both ends. At this stage I do not plan to go ahead with these alterations as it would require quite a deal of scenic alteration as well as changes in the trackwork.

The detail items which are high on the list of items to be added to the layout are signals. The fictitious site of Bindiup was deliberately chosen so it should have the somersault style of semaphore signal used by the WAGR. At the 1984 Exhibition Bindiup temporarily borrowed the signals from York and so is now bare of this essential detail which adds so much character and atmosphere to a layout.

Other items which I hope will appear on the layout 'one of these days' are fences, a signal box, yard lights, water tower, water cranes, speed signs and, of course, more trees.

Livestock, mainly cattle, should also appear on the layout, not only in the cattle dock but also grazing out in the paddocks. HO scale cows by Merit or Merton will suffice for the cows in the far off paddocks, but I fear I will have to search for farm animal sets in toy shops to find S scale cows suitable for the foreground. That is, after I find out how long and high the average cow is!

Some native fauna, mainly in the form of kangaroos, should also appear on the layout. Maybe some local manufacturer will market packets of a single species of Australian ani-

Continued on page 47.



MODEL RAILWAY CLUBS in AUSTRALIA

Listed below are the Model Railway clubs active in Australia and seeking new members.

Intending new members should contact the club secretary for further details.

Clubs seeking listing within this column (which will be published yearly in the December issue) should send relevant details to 'Club Listing', SCR Publications, PO Box 4, Little Bay, 2036. To ensure details are current, listings will only be accepted between June 1 and the deadline of October 1, 1986.

NATIONAL ASSOCIATIONS

3mm Society of Australia. Contact: E. Mullett, 27 Greens Pde., Valley Heights. 2777. Ph. (047) 51 2485. Members receive bi-monthly newsletter.

British Railway Modellers of Australia. Informal association of modellers of the British railway scene. Australia wide organisation subscribing to quarterly magazine 'The Clearing House'. Area contacts in each state. Secretary: Harry Howell, 54 Gordon Crescent, Lane Cove. 2066.

National Model Railroad Association - Australian Region. Active in all states and New Zealand. Publishing a quarterly magazine the 'Main Line' and receives monthly magazine, the 'Bulletin' from the USA. Secretary: Phil Knife, PO Box 155, Baulkham Hills, 2153. Ph. (046) 26 5665.

Southern Cross Model Railway Association. Secretary: Trevor Moore, PO Box 317, Epping, 2121. Active branches in N.S.W., Victoria and Queensland. A bi-monthly magazine (Australian Model Railway Magazine) is produced, along with standards and recommended practices to assist all modellers of all prototypes.

The Transport Tie Bar & Brooch Collectors Club. Contact: PO Box 111, Chester Hill. 2162. Specialty - Collecting transport badges and brooches.

AUSTRALIAN CAPITAL TERRITORY

A.C.T. Model Railway Society Inc. Meetings at A.R.H.S. Museum Site, Cunningham St., Kingston. One weekday meeting and one Saturday afternoon meeting each month. Secretary: Mike Gellard, PO Box 123, Kingston, 2604. Specialty - Now constructing new layouts in OO/HO/HOe.

Canberra Model Railway Club Inc. Meetings 2nd Thursday and 4th Wednesday of month at Canberra Railway Museum Club Rooms. Secretary: Darryl Chandler, PO Box 1504, Canberra City. 2601. Ph. (062) 31 7168. Specialty - HO & N scales in NSWGR, USA and Japanese prototypes.

N.M.R.A. Australasian Region - Division II. Regular meetings in the Canberra area. Contact: Peter Weller-Lewis, 33 Hayley Cres., Queanbeyan. 2620. Ph. (062) 97 7479.

NEW SOUTH WALES

Australian Model Railway Association, Nepean Sub Branch. Meeting the 2nd Saturday (7.00pm) of month at St. Marys Art Centre, Mamre Rd., St. Marys. Contact: Mike Guest, 31 Birch St., St. Marys, 2760. Ph. (02) 623 8780.

Berrima District Model Railway Club. Meetings 3rd Friday (7.30pm) of month at clubrooms, (upstairs) refreshment rooms, Moss Vale Station. Secretary: Bruce Akrigg, 12 Caber St., Moss Vale. 2577. Ph. (048) 91 2030. All welcome.

Dubbo Model Railway Club. Meetings every Saturday night (8pm) in club pavilion, Dubbo Showgrounds. Secretary: June Cooper, 24 Royal Pde., Dubbo, 2830. Ph. (068) 82 8598. Specialty - Catering for prototypes in Australian (NSW), British and American in HO/OO and N scales.

Epping Model Railway Club (S.C.M.R.A.). Meetings at 8pm on Friday evenings (2 a month) in the Epping area. Secretary: Doug Blunden, PO Box 317, Epping 2121. Ph. (02) 86 3432. Specialty - club layout, HO scale NSW prototype but other scales and prototypes welcome.

Goulburn and District Model Railway Club. Meetings Friday evenings (7.00pm) at Police Citizens Youth Club, Avoca St., Goulburn. Secretary: A.Hazlewood.

Hills Model Railway Society. Meetings 2nd Monday and last Tuesday of month at clubrooms in Balcombe Heights Community Centre, Seven Hills Road, Baulkham Hills. Secretary: John Harrison, PO Box 555, Castle Hill. 2154. Ph. (02) 674 2741. Specialty - club layout. All welcome.

Illawarra N Gauge Model Railway Club. Meetings Mondays (7.30pm). Secretary: Gordon Weir, (042) 717526 AH, (047) 833183 BH.

L.G.B. Model Railway Club of Australia. Meetings 2nd Saturday of month. Secretary: Evelyn Kioffer, PO Box 49, Potts Point. 2011. Ph. (02) 476 1912. Specialty - A family orientated club specialising in LGB garden railways.

Newcastle 'N' Gauge Model Railway Club. Meetings first Monday of the month (7.30pm) at Uniting Church Hall, Queens Ave., Cardiff. Secretary: Geoff Horne, Box 317 PO, Cardiff. 2285. Specialty - Club layout, N scale State Rail Authority, but all others welcome.

New South Wales Modellers Group specialises in 'N' scale and membership is by invitation only. Contact: P.J.Kirkbride, PO Box 279, Auburn. 2144.

N.M.R.A. Australasian Region - Division II. Regular meetings in the Sydney area. Contact: John Saxon, 122B Castle Hill Road, West Pennant Hills. 2120. Ph. (02) 84 7383.

O Gauge Group specialising in finescale O gauge, principally the Midland Railway in England. Contact: Graeme Lewis. Ph. (02) 913 8377.

Southern Cross Model Railway Association - Eastern Division. Meetings on 2nd Saturday of month at members homes. Contact: Ted Flowers, 50 Renton Ave., Moorebank. 2170. Ph. (02) 602 9745. Specialty - All scales and prototypes welcome.

Sydney N Gauge Model Railway Club. Secretary: L.Jeffery, PO Box 26, Ramsgate. 2217. Ph. (02) 84 2546.

Taree and District Model Railway Association. Meetings Saturday afternoons (1.00pm) at 39 Edinburgh Drive, Taree. Contact: John Gordon. Ph. (065) 52 4544.

BH.

Wolgan Valley Railway Group. Meetings on Monday evenings. Secretary: Greg Ellis. Ph. (02) 525 2009. Specialty - HO modelling of the Wolgan Valley Railway.

Wollongong Model Railway Club. Meetings every Wednesday evenings (7.30pm). Secretary: Lyndon Spence, 53 Springfield Ave., Figtree 2525. Ph. (042) 715386. Specialty - Australian and American prototype. Large HO scale layout.

NORTHERN TERRITORY

Groote Eylandt Model and Miniature Engineering Club. Contact: Andrew Stanway, PO Box 692, Alyangula, Groote Eylandt. 5798. Specialty: Catering for OO, HO, N and 5" gauges as well as slot cars.

QUEENSLAND

Caloundra and District Model Railway Association. Meetings on 1st Monday of month at members homes. Contact: Harry Robotham. Ph. (071) 91 2660. All welcome.

Mackay and District Model Railway Club. Meetings 4th Tuesday of odd months (eg Jan, Mar, May etc) in members homes. Secretary: Mrs Lynn Head, 12 McKinley St., Mackay. 4740. Ph. (079) 57 8741.

N.M.R.A. Australasian Region - Division I. Contact: Ian Venables, 7 Aberfoyle St., Kenmore. 4069. Ph. (07) 378 3647.

Railway Modellers Club of Queensland (S.C.M.R.A. affiliated). Meetings on the second Saturday of each month at members homes. Visitors welcome. Secretary: Greg Reason, Mail Service 525, Ipswich. 4305. Ph. (075) 64 4516 or (07) 374 1752.

The All Gauge Model Railroad Club. Meetings held Friday evenings (7.00pm) at clubrooms, 51 Whitworth Road, Cannon Hill. Secretary: D.Cossart, Box 122, PO East Brisbane. 4169. Ph. (07) 399 7444. Specialty - All gauges and prototypes.

SOUTH AUSTRALIA

Adelaide Model Railway Society. Meeting third Wednesday of each month (Layout running 1st Wed) at clubrooms. Secretary: R.Jutner. Ph. (08) 278 3782. New members welcome.

Blue Lake Model Railway Club. Meetings Monday evenings (7.30pm) at clubrooms in Wehl St. South, Mt. Gambier. Secretary: I.Gable, PO Box 2442, Mt. Gambier. 5290. Ph. (087) 25387 AH. Visitors welcome.

Mt. Barker Model Railway Club. Meetings held every Tuesday night of the month at the Littlehampton Primary School Hall, Baker St., Littlehampton, commencing at 7.30pm. Secretary: PO Box 526, Balhannah. 5242. Ph. (08) 391 0451.

N.M.R.A. Australasian Region - Division II. Contact: Ray (Barney) Brownbill, 69 Grande Central Ave., Hallett Cove. 5158. Ph. (08) 381 4866. Also covers Western Australia and Northern Territory.

South Australian Railway Modellers Association Inc. Meetings held every Wednesday night of the month at the clubrooms on Australian National land at Mile End. Secretary: Tony Sitters, PO Box 1783, GPO Adelaide 5001. Specialty - HO predominantly South Australian.

TASMANIA

Hobart Model Railway Group. Meetings every Monday (except public holidays), 7.30pm at clubrooms. Secretary: John Fielding. Ph. (002) 284926. Specialty - OO/HO and N layouts, all prototypes.

Launceston Model Railway Club. Meetings every Thursday 7.30pm. Secretary: A.J.Parnell, 17 Outram

St., Launceston, 7250. Ph. (003) 31 6940. Specialty - Constructing an OO/HO layout. Visitors welcome.

Tamar Valley Railway Modellers. Meetings every 2nd Thursday (7.30pm) at members homes. Contact: Brian Hocking. Ph. (003) 26 4383. Specialty - we cater for interests in model railways regardless of prototype/country (scale OO/HO).

VICTORIA

Ballarat & District Model Railway Club Inc. Meetings 2nd Wednesday of month (7pm) at clubrooms, Sebastopol Community Centre, Yarrowee St., Sebastopol. Secretary: Ron Woods. Ph. (053) 31 3277 or (053) 34 1762 AH. New members welcome.

Bayside Model Railway Club. Meetings the last Tuesday of month. Secretary: John Roberts. Ph. (03) 580 2886. Specialty - Modelling layout in HO/OO and HO13 (Exhibition standard).

Bendigo Model Railroaders. Meetings: Last Thursday of month, Worknights every Wednesday night at clubrooms, Wills St., Bendigo. Secretary: B.Pianta, Box 136, PO Golden Square. 3555. Ph. (054) 47 8780.

Camperdown Model Railway Club. Meetings held on the 2nd and 4th Fridays (8pm) in clubrooms located in the Camperdown Recreation Complex, Manifold St., Camperdown. Secretary: Lindsay Bamford, PO Box 82, Camperdown. 3260. Ph. (055) 92 5352.

Corio Model Railway Club. Meetings every Wednesday (7.30pm) at clubrooms, Bakers Oval, Geelong West. Secretary: Karen Jones, PO Box 166, Geelong. 3220. Ph. (052) 78 3315. Specialty - All scales but mainly HO scale.

Croydon Model Railway Club. Meetings Wednesdays at 7.30pm. Secretary: Dennis Pontin, PO Box 133, Croydon. 3136. Specialty - HO scale club layout under construction.

Latrobe Valley Model Railway Association Inc. Meetings of 4th Tuesday (7.30pm) of month at clubrooms, cnr Savages Rd., and Dellatorre Rd., Moe. Secretary: Robert Waples, 13 Vary St., Morwell. 3840. Ph. (051) 34 1704. Specialty: HO, N and Z gauges.

N.M.R.A. Australasian Region - Division III. Monthly meetings held in the Melbourne area. Contact: Max Gottliebson, PO Box 205, Boronia. 3155. (03) 736 0736.

Southern Cross Model Railway Association, Victorian Division. Meetings on 2nd Saturdays of month at members homes (2pm). Contact: David J. Brown. Ph. (03) 288 6866. All aspects of hobby catered for with particular interest in building models of Australia prototype at meetings.

Sunbury Model Railway Club Inc. Meetings held last Friday (8pm) of month. Secretary: Roy A. Hill, RSD Newbury, via Trentham. 3458.

St. David's Model Railway Society. Meeting on the 2nd and 4th Saturdays in the month (2pm) at St. David's Anglican Church, 1111 Doncaster Rd., East Doncaster. Secretary: Don Cooper, 44 McKenzie St., East Doncaster. Ph. (03) 842 4889. Specialty - Building HO layout. N gauge mine railway included in HO layout.

Victorian Model Railway Society. Meetings on the third Wednesday of each month at 8.00pm. Clubrooms located at Auburn Railway Station, Victoria St., Auburn. Secretary: Lance Cross, 231 Albert St., Brunswick. 3056. (03) 387 0469. Specialty - Scratch building. All scales and prototypes welcome.

Wangrail. Meeting 2nd Sunday (2pm) of month at St. Philip's Anglican Church Hall, Irving St., Wangaratta. Secretary: Art Courtney, PO Glenrowan. 3675. Ph. (057) 66 2250. Specialty - HO and N scales modelling, rail photography and prototype.

Warnambool Model Railway Club Inc. Meetings held on Tuesday evenings (7.30pm) at clubrooms. Secretary: Ian Grenfell, RMB 4160, Port Fairy. 3284. Ph. (055) 68 1048. Specialty - portable HO layout.

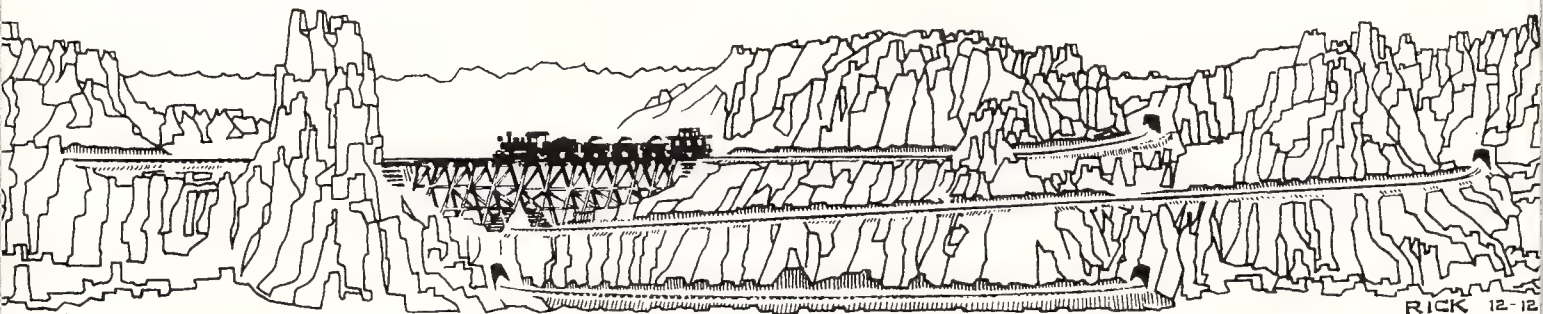
WESTERN AUSTRALIA

Fremantle & Districts Model Railway Association. Meetings in clubrooms, Fremantle Railway Station (old parcels office), every Wednesday at 7.30pm and every Saturday at 2pm. Secretary: Bill Goulding, 35 Gubower Rd., Mt. Pleasant, 6153. Specialty - Club has HO, OO, EM and N layouts.

DID YOU KNOW?

That it's a heck of a good idea to read the instruction sheets at least twice before you start on a kit? After all, the bloke who designed the thing had to put it together to see if it worked, so he should know more about it than you do!

Gordon Duncan.



VULCAN VALE – Part 5

The Curious Case Of The Exploding Trestle?

Rick Richardson presents chapter 5 of the Vulcan Vale Railway

Devoid of geological detail, that great white whale of a non-layout lolled round three sides of the room. The part formed scene gazed stonily at me and uttered not a sound, which was probably fortunate for its physical well being. Particularly as the temptation to bash the bejabbers out of that stubbornly aborning creation had of late become a familiar visitor to the personal think-box. But such heresy was

always promptly replaced with vivid recollections of the work time and funds already consumed by the beast, and the mind's eye would dolefully return to pondering the lack of progress in any direction except reverse.

One explanation for this bout of depression concerning the project was that it had now reverted to being a railroad without rail. And if that wasn't enough, the additional gaps made

in the roadbed just before plastering began (to eventually accommodate the two small unbuilt trestles) meant that this 150'0" long supposedly point-to-point railway was now effectively divided into six disconnected unequal in length sections, a most dismal state of affairs. Contemplating the reasons for this dismemberment didn't generate great billows of enthusiasm, either.



In a setting of unfinished 'off the brush' plaster scenery, a newly scratch-built unpainted train works slowly downgrade and across Wallaby Trestle in October 1980. The little bridge was completed in 1957, but patiently waited at this site for over twenty years before fulfilling its function as an operational part of the Vulcan Vale. It has since been settled into its 'new' surroundings by being dignified with timber abutments, and the floor of the gully it spans has been considerably shallowed with debris to effectively reduce the height of the two centre bents to about 28 scale feet. Photo: John Richardson.



The Vulcan Vale's 'bridge building piece-de-resistance, a 265'0" long by 75'0" high wooden edifice striding straight across a steep sided valley, with the deck at eye level". The model is structurally incomplete and still stands loose, its 5'6" length held in alignment only by the track joiners at each end. It will easily lift out for detail completion of both the trestle and the surrounding scenery areas.

Because, apart from the abovementioned breaches, there was still a 6'0" wide by 1'6" deep valley waiting to be crossed by a yet un-built trestle, and two long non-existent loops

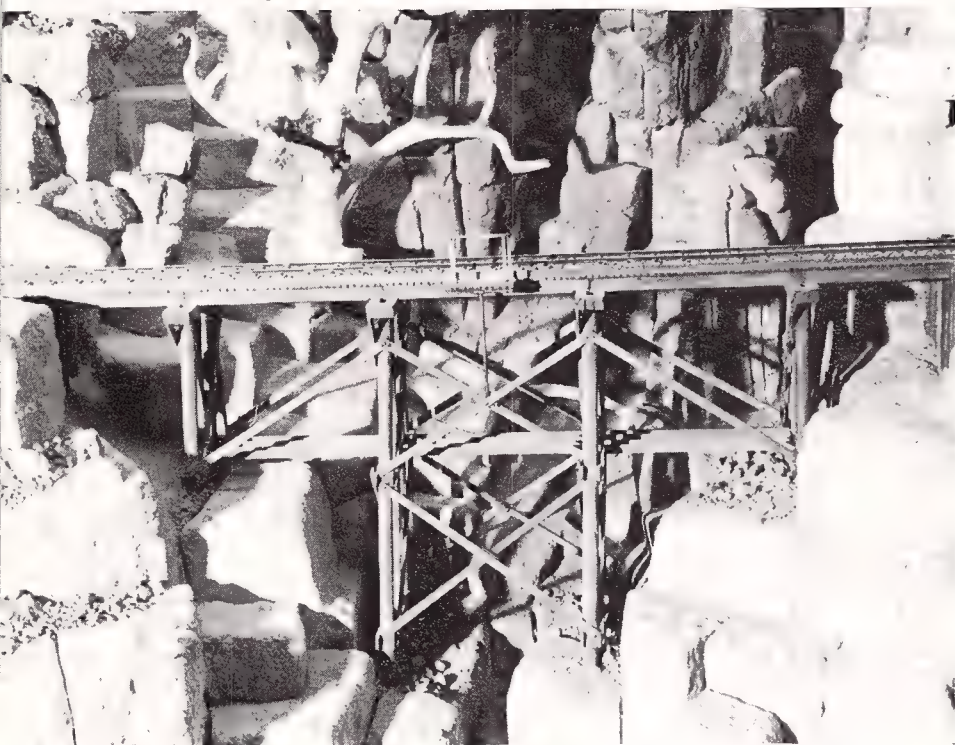
of track yet to be laid on non-existent trackbed in the yet-to-be-built storeroom at Siberia. So the forecast was gloomy for early resumption of train running on the Vulcan Vale. Well, there wasn't any percentage in mooning disconsolately about and wringing the hands just because I couldn't afford to buy the materials necessary to build Siberia, which was to contain the missing loops, which were to connect the existing roadbeds, which were to etc. etc. So the next most obvious thing was to build a trestle. Or was it a bridge?

What's the difference between a trestle and a bridge? I thought I knew, but now I'm not so sure, because on checking the word defini-

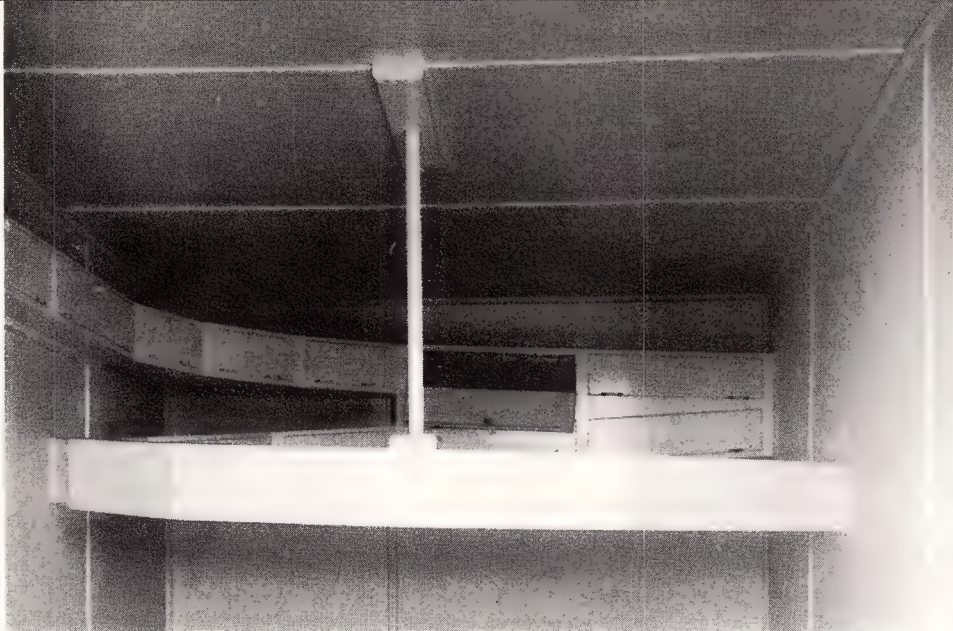
tions in several authoritative dictionaries, the answer is still unclear. Webster's states that a trestle is "a braced framework of timbers, piles or steelwork for carrying a road or railroad over a depression". The British Oxford claims it is "a framework of uprights or inclined pieces with diagonal braces used to support a bridge", while Funk and Wagnall's curtly tells us it is "an open framework for supporting a railroad bridge". Obviously it's permissible to read 'trestle' for 'bridge' and vice versa, for other reference sources, including a volume on general structural engineering, were equally vague. Even a venerable edition of the 'Brittanica' I consulted was inclined to circle round the answer.

As previously noted, the Vulcan Vale was to have, and in fact now has, three trestles (or bridges?) One is about 60'0" long by 25'0" high on tangent track, the second is dimensionally and structurally alike, but positioned further downgrade on an easy curve over a dry wash. It is practically in the shadow of the line's bridgebuilding piece-de-resistance, a 260'0" long by 75'0" high wooden edifice with the deck at eye level. This framework is located almost at the crest of the railway and strides straight across a steep-sided, rock-strewn valley. All three have wood abutments, and all three are built on 1-25 grades. Never having made a similar model, it seemed prudent to tackle the smaller straight bridge as a beginner's effort. On the basis of what eventuated, it was just as well that larger 5'6" piece of miniature carpentry wasn't built first.

An Australian wood fabricated prototype trestle is generally unlike, in both appearance and assembly methods, to a comparable American structure. The differences seem to stem almost solely from one basic fact, the dissimilarity of the wood commonly available for bridge building in the two continents. North American west coast forests produce an abundance of softwood and, almost since the inception of United States railroading, this lightweight, water buoyant raw material appears to have been widely used in the construction of trestles. So these archtypal latticeworks were usually exclusively built of sawn timber and are practically synonymous with pioneer American railroading in any gauge.



The 'exploding' trestle, still in use 30 years on. It was modelled from a photo of a Q.R. trestle somewhere in outback Queensland, but with a ballasted deck as in V.R. narrow gauge practise. One day the gully it crosses will be choked with tall ferns and luxuriant undergrowth and saplings. Which proves, if nothing else, that model scenery is much more patient about acquiring a green overcoat than is real nature!



This is how trains negotiate Siberia. The upper left hand loop curves back over the entry door-head to re-enter the room in a cutting behind and above Charade. The photo shows one duct door open for inspection. John Richardson photo.

Yes, yes, of course driven wood pile bridges were built in the USA, but photographic evidence of them is curiously thin on the ground in either hobby or prototype literature, compared to the massive and continuing coverage given to the arguably more photogenic sawn timber trestles. And if you don't believe that, try looking for yourself! Anyway, before everybody falls in a shouting disagreeing heap on this writer, please accept the foregoing comments regarding American trestles as a simplistic generalisation.

Now a look at the Australian scene, where there also exists extensive areas of native forest which we prefer to call 'bush'. The individual trees in the bush are predominantly (around 90%) eucalyptus species of various kinds and are commonly and collectively called 'gum' trees. Try floating a log fresh cut from a gum and it would hit the river bottom so fast it would go clear through and out the other side without stopping! Newly felled logs are hard and dense and extremely heavy and bridge timbers sawn from selected varieties are equally hard and very strong. In fact, certain species produce some of the hardest and heaviest wood known. The inherent strength of eucalyptus bridge members permits greater unsupported spacing between bents when compared to an equivalent North American trestle, and there is usually a conspicuous absence of longitudinal diagonal bracing on most Australian railway bridges.

Because of the availability of tall straight trees which could be felled and extracted from the bush and used 'as is', practically with no further preparation, Australian builders favoured pile bents rather than the neat assemblies of sawn timber so common in North American railroad trestles. Maybe our bridge carpenters additionally liked the stentoriously echoing racket set up by often picturesquely leaky steam donkey engined pile drivers as they rhythmically thumped stick after stick into place in the nation's railway and road bridges? In any case, because these piles were essentially nothing more than freshly cut 'green' tree trunks, complete with bark, no two were (or are) exactly alike in diameter, degree of taper, or 'straightness'. Which poses something of a problem for impatient model builders who decide to build miniatures of such structures.

How to reproduce the subtle variations and dimensional unevenness found in prototype bridge piles? Selected scale diametered, naturally 'straight' branchlets from a small tree or woody shrub would serve but if they were still green when assembled into each bent, natural shrinkage and associated twisting as dryout

occurred would inevitably wrack the framework and probably fracture some of the glued joints. Let the sticks dry for 12 months before using them as construction members? That would solve the potential shrinking and twisting problems, but by then the material would be so hard it would be difficult to drive assembly pins into it to initially hold the structural components together (and ultimately to insert dummy bridge bolts into the pin holes). So every joint would require time-consuming multiple drilling — with a hand drill. And there are an awful lot of joints in even a small trestle. Anyway, I wanted to build the bridge right there



This 50'0" mountain eucalypt was modelled from a colour photo of a similar tree growing on Victoria's Dargo High Plains, which is snow country.

Additional photography by Graham Ball, Bob Gallagher and Ian Thorpe.

and then — not 12 months in the future.

Machine made dowel rod of suitable diameter was altogether too perfect to represent piles in a $\frac{1}{4}$ " scale trestle. Even after 'weathering' it would undoubtedly continue to look exactly what it was — wood dowel, weathered! And, in any event, such dowel is only normally manufactured from hardwood and would therefore also be difficult to pin at those multiplicity of joints without a great deal of tedious hand drilling to accept bolt ends. The required pile lengths were finally hand made using a makeshift technique which seemingly was another of my sparkling inspirations. In hindsight, it's surprising the lesson hadn't been learned, after previous skirmishes with Madame Inspiration. This fickle lady is frequently accompanied by a travelling companion called Disaster, who was about to re-appear, right on cue, the day after completion of that first scratchbuilt trestle.

A 6" square of $\frac{1}{8}$ " thick mild steel plate was drilled with a domino pattern of five holes ranging in size from $\frac{3}{16}$ " up to $\frac{1}{4}$ " in $\frac{1}{16}$ " increments. Sweat soldered over these holes were coarse threaded mild steel nuts approximately matching the holes in the plate in diameter. Very soft, straight grained, knot-free pine was rough sawn into $\frac{5}{8}$ " x $\frac{5}{8}$ " lengths and, with the plate held securely in a vice, 9" long pieces of this were hammered through the two larger holes. The thread inside the nuts acted on the soft wood like crude fixed cutters, ripping and tearing and crushing the now rod-shaped material into roughly circular cross-sectioned sticks wavily straight in length, with many random bark-like score marks along each rudimentary 'log'.

These half-formed rods were then driven part way through the successively smaller holes in the plate. Approximately half the length through the $\frac{1}{16}$ " hole, about one-third of this reduced diameter in turn being knocked through the $\frac{3}{16}$ " hole, with the smallest aperture being traversed only by the final $1\frac{1}{2}$ " or so of each length. The end products of this ferocious brutality to inoffensive pine were a collection of slightly step tapered, varying crooked, ragged pieces of wood. Held rigidly in the chuck of a heavy hand drill, which in turn was mounted in a vice, each piece was smoothed and 'tidied' by slowly rotating it against strips of $\frac{1}{4}$ " wide, very coarse abrasive paper stretched taut between the fingers and thumbs of both hands.

October 3, 1985

Officer in Charge
Bureau of Bogus Blocks

Dear Sir,

The above Bureau has hatched a captioning clanger on page 32 of October AMRM. The centre picture does NOT illustrate "blocks prior placement", not "how they were made", despite the apparent similarity to the "blocks" (which are not blocks) in the unfinished escarpment behind them. Yes, I know it all seems complicated! Nevertheless, those drying lumps of plaster are rarely used in the form seen in the photograph.

However, as a result of those nine words of slightly bent information, there are now perhaps thousands upon thousands of Australian O scale model railroad scenery builders scurrying about manufacturing mounds of similar play-blocks. Will your Bureau shoulder the blame when these innocents pile all those little cubes one on the other in doomed attempts to make rock-faces like those along the Vulcan Vale? Not crimson likely!

What these plaster splattered hopefuls will discover is that rocks so made will not only look terrible, but they will stubbornly refuse to fit together to form a naturalistic cliff-face. In the highly unlikely event a rockface of sorts was somehow constructed from pre-made blocks, the result would be so heavy the entire mountainside would lay in wait to groaningly collapse on an innocent passing train. Having recovered from the shock, the owner of said train would probably come looking for me — with understandably evil intent!

Woe it is to be so misunderstood, for the rocky walls in the Vales of Vulcan are on average a mere 5-10mm thick, and were all formed entirely with the brush illustrated on page 32. But just to make certain you lot at the Bureau feel suitable remorse over this, I am now about to climb Great Gaulstone and lean tragically into the abyss over Bunyip Bottom. Farwell!

Glumly Yours,
Rick R.

P.S. No flowers, please.

P.P.S. On30" brass Shays would be acceptable.



0-4-2T Baldwin (ex Japanese 30" gauge prototype) shunting the Mt Thunder Siding on the Vulcan Vale Railway in 1983. The sway-backed wooden gondola started life as a Bachmann HO plastic flat car. The stock (riding pony) car with ground loading doors was designed and scratch built for horse traffic to and from Mt Thunder by John Richardson. It has since been lettered and suitably weathered. The typical wind-ravaged mountain eucalypt is about 50 scale feet tall. The armature for this experimental tree is clothes hanger wire covered with 'Das' modelling compound, which was then hand painted. foliage is three colours of 'Woodland Scenics' material prepared by the author's wife. John Richardson photo.



Vertically faulted rockfaces and pinacles on the flanks of Mt Thor. The picture is deceptive, as there is about 1'6" of width and 3'0" of foreground to background depth in these scenes. The mountain eucalypts are experimental, and are 'Das' over coathanger wire armatures. The specimen at top left (left photo) is about sixty scale feet tall.



This picture should interest layout photographers, plaster scenery makers, do-it-yourself room painters and beer drinkers. In part 3 of this series (AMRM No.133) appeared a full page spread of a tourist perched fly-like on the tumbled flanks of Great Gaulstone. Here is the simple lighting set-up for that illustration, a 500 watt flood high to the left front and a 250 watt background fill light to bounce light from the 'sky'. The power cable for this unit snakes around Totem Rocks at upper extreme right. The layout sky is painted pale blue. As in real life, this usually reproduces as white in monochrome. We used a light red 'Wratten A' filter to darken the sky to the tone seen in that Part 3 photograph.

There have been some changes and additions since this 1981 picture-making session. The Charade control panel at the left has been superseded by a much larger more sophisticated unit, and the small-parts cupboard has acquired a door. When the compartmented storage drawers for stripwood at bottom right were finished, it seemed a good idea to give all the

benchwork a 'freshener' coat of the identical 'moss-green' paint originally used right round the layout cabinetwork. (The opposite end bench-fronts at Pseudo behind the camera are a mirror-image of this view). Nothing ever goes wrong, does it? One of Murphy's Laws immediately surfaced, for a newly purchased 4 litre can of this expensive satin enamel, supposedly 'touch dry in four hours and hard dry in eight', remained untouchably sticky for three weeks. The supplier later admitted "the mix was faulty", which didn't help very much.

Oh yes, the beer drinkers! The crate supporting the floodlight stand is a late 1940s beer box. The wood from many assorted containers similar to this one was used to construct the layout scenery framing. The crate in the picture is now a packaging curiosity. It once contained two dozen large bottles of 'Richmond Bitter Ale', each nestled in an individually stitched straw sleeve. Richmond Brewery were pleased to home deliver their 'happy water' in these non-returnable cases, for the then equivalent of \$2.50 per 24 bottles! (Photo by John Richardson)

This procedure is simple enough providing the operator is possessed of three hands! Failing on this score, my wife was inveigled into winding the drill for me, and our joint efforts at revolving each piece of wood against these scissor-cut narrow sandpaper strips removed the loose splinters and step shoulders in each length. But importantly, it didn't remove the subtle 'crookedness', as conventional lathe turning would certainly do. Finally, each pile was finished off with a small wire 'suede brush' and fine sandpaper gently used lengthwise along the grain. This obliterated any unnatural transverse marks circumscribing the poles as a result of the previous 'turning' activity.

Now I had lengths of very soft easily pinned 'logs', each with individual shape and character, each with subtle bows within its length and each tapering from a scale 21" diameter down to 15". It didn't take too long to make about twenty of them and the result was excellent. A bit of experimental dye was brushed onto one with bits of loose 'bark' here and there, and the occasional minor pocket of 'wood rot' (where the pine had actually been crushed and wrinkled as it was driven through the holes in the forming plate). The use of the word 'venerable' in relation to eucalyptus bridge piles is selectively intentional, for first grade prototype poles can last for fifty or sixty years before replacement becomes necessary.

Anyway, I built my simple little four bent trestle and thoroughly enjoyed the project. There were no convenient accurately machined wood strips in multiple sizes, other

than balsa, in Australian hobby shops at that time. The model builder cut his own timber, the best way he could, from whatever material was obtainable and seemed suitable. Well, I had some fine grained spruce sheet and a flawless billet of King Billy pine, from Canada and Tasmania respectively, and on a Saturday evening two weeks later the Vulcan Vale had its first trestle. It was securely cemented together with cellulose cement (or model aircraft cement as it was more commonly referred to) because this was then the only suitable reasonably quick setting adhesive available for this kind of assembly. A section of temporary track was placed on the as-yet unballasted deck and 'Thor' was ceremoniously posed on the bridge. My new trestle looked just great, as did the world in general. Man, what a great hobby this was!

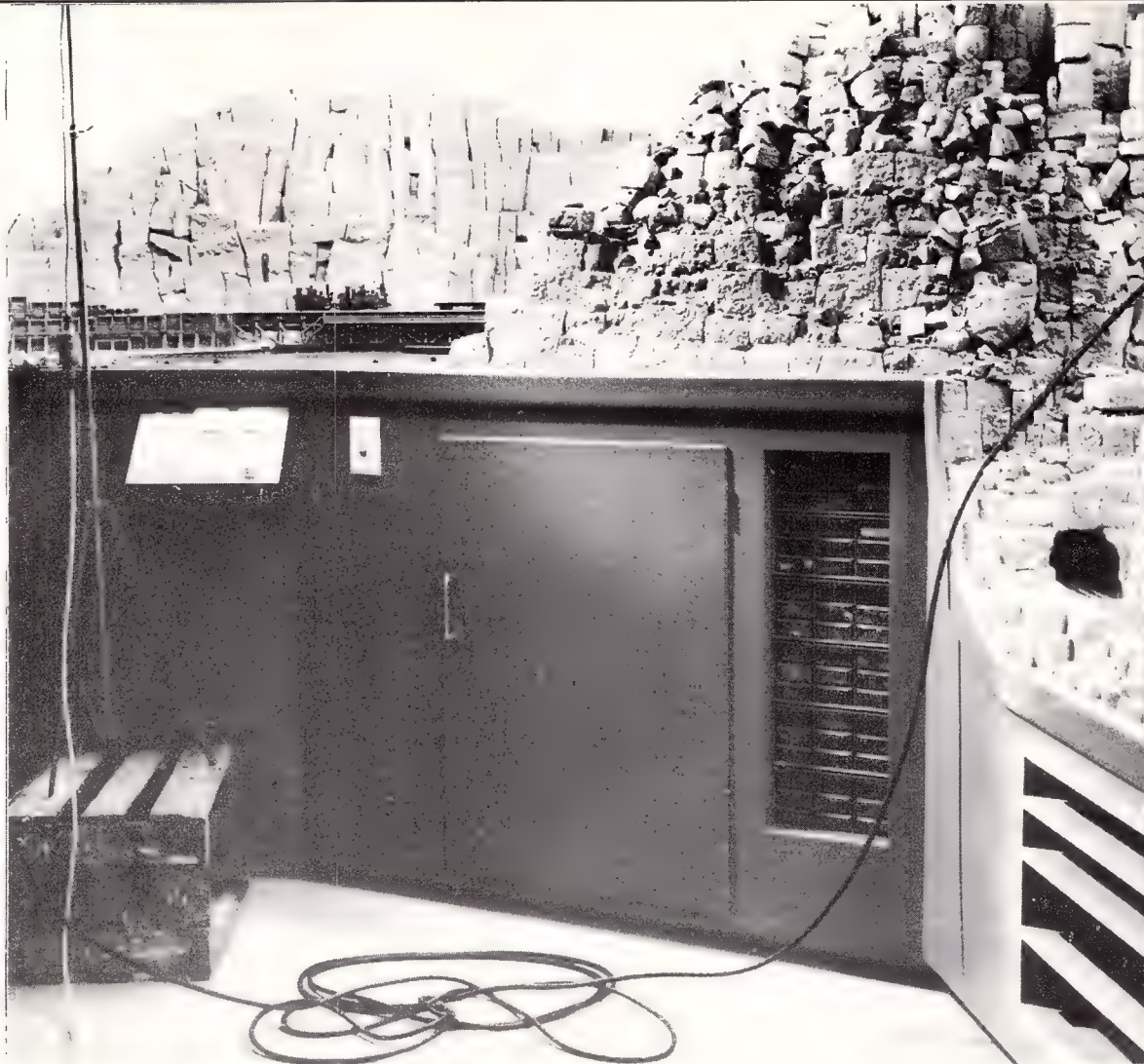
Come Sunday morning. I had previously had much success weathering and ageing softwood model structures using a then available 'trade only' product called straw dye. This came in a range of premixed liquid colours and was intended for use in dyeing the finely woven natural straw material at that time much used by milliners. These dyes were permanent and allegedly light fast, though I only used the browns, fawns, yellows and greys, and sometimes the greens, in the colour range. For starters, the new trestle got a generous flooding coat all over of very pale pearl grey and it promptly looked wonderful to my perhaps biased eyes.

Allowing a few minutes for this basic shade

to penetrate and settle deep into the wood, but while it was still quite damp, dark slate grey was next trickled very sparingly over and down the framework, using an eye dropper and small sable-hair brush to guide the run and spread of colour. Two or three drops of black india ink mixed in half an ounce of water and a teaspoon of whitening, with a little glue size added as a binder, was worked into all the structural joints and flowed along the undertrack horizontal surfaces of the framework to represent the collected grime of years. While wet, these same areas were delicately 'tickled' with a very fine (treble 0) sable brush loaded with emerald green drawing ink. And voila, like magic, the moss that grows on this mixture of dirt, coal dust, and unidentifiable detritus which slowly builds into a crust in such locations.

That trestle already looked around forty years old and it was now just about possible to hear the creak and groan of ancient timbers at the very thought of supporting a moving train. All that remained to be done after it dried out a little was to 'corrode' the simulated metal strapping and plates and bolt heads and stain the associated woodwork where decades of rainwater had carried the resultant rusty discoloration downwards.

It was then that it happened. In the quiet room, with a quite audible 'tink', a cemented joint in one of the pair of central bent assemblies broke open. Then another, and another, and another, 'plink, tink, plink'! That little bridge, firstbuilt pride of the line, was literally popping apart at the seams. Had there been a



1½" tall man standing on that doomed construction, and had that tiny human been me, his rocketing acceleration towards terra firma would easily have outstripped his shadow on that short journey to safety. As it was, with mesmerised fascination, the real life full size me sat and watched well over sixty hours of evening and weekend work self destruct in less than fifteen minutes. What an idiot hobby this was! A leisure time asylum for moronic dim minded souls like me, who chose to make stupid models of stupid things. Woe and calamity filled the air, and the world was truly a wretched place!

But what had happened? I expect some readers already know! Certainly, the antique axiom about square pegs and round holes could logically be quoted here, for driving that so soft rectangular-sectioned pine through the circular holes in the steel plate had visibly removed most of the excess wood on each stick. However, a portion of the remaining material had been tightly compressed into a reduced diameter within each rod as it was squeezed through the apertures. Dousing the finished piles with water-based dye had activated the crushed internal cell structure, in much the same way a dry bath sponge expands and swells when placed in water. So the natural shrinking and twisting process originally avoided by not using 'green' tree branchlets as model bridge piles, had ultimately been artificially induced (in reverse) in my manufactured

miniature piles, with spectacularly disastrous results.

Cellulose cement is quite waterproof, but is also a not very elastic and perhaps rather brittle adhesive when cured. Hence nearly every joint between associated caps, braces, girts and piles in that bridge had snapped apart as the irresistible tension applied by the swelling wood increased. Yet had those miniature logs been water dampened and permitted to room air-dry prior to assembly into each bent, the just related catastrophe would not have occurred. Morosely contemplating the buckled wreckage, it was obvious that the only way to repair the model was to remake it, particularly as the deck assembly had remained straight and true. And to help in the remaking, I still had the jig previously fabricated to ensure that during assembly the bents stood accurately vertical when the deck was angled on a 1-25 grade.

The entire underframe was dismantled and sixteen new piles were formed from pine cut from the same billet as the previous set. However, in depressed disgust, this time the shaping was done conventionally with a plane, a coarse file and sandpaper. In my jaundiced view, the new timbers were nowhere near as prototypical as the ruined and discarded originals. But these were obviously unusable because the deeply dyed areas on each were interspersed with glaring raw uncoloured patches of yellowish pine, forever sealed against dye

colouring by an invisible film of cellulose cement where they had recently been glued into the bridge bents. Within ten days, trestle no.1 was again complete, coloured, installed and in use.

It stands quietly there to this day, a full size quarter century later, a silent uncomplaining testimony to scratchbuilding, laboriously hand cut scale bridge timbers, and the tenacity of model airplane cement — provided each is properly utilised. And even if that trestle were not mute, it has no tale to tell, because its only story has just been related to you. Apart, that is, from the time the writer stood, lost in dreamy admiration (and ten feet from the panic stop switch) as an engine slowly and majestically drifted a long string of flats downgrade towards the bridge, with the cars leading. At that precise moment, as the first flat rolled onto the bridge rails, a full size 6'0" long 20 pound steel crowbar sideswiped across that diminutive deck and hit the floor with a thunderous whack. Why that crowbar was in the layout room, and what then happened, well — I guess that's another trestle tale? Someone, somewhere, claimed model railroading is fun!

Previous Chapters in this series.

Chapter 1
Chapter 2
Chapter 3
Chapter 4

April 1985 Issue No 131
June 1985 Issue No 132
August 1985 Issue No 133
October 1985 Issue No 134

MAILBAG

Sir,

I have recently completed reading the August issue of AMRM and was completely enthralled by the efforts of Harry Bender with his O scale 'Bentmore'.

I, and no doubt some others in our hobby, have been guilty of joining the ranks of collectors of proprietary lines and, mainly through a lack of knowledge, have done little in the way of individual construction leading to what must be a most satisfying conclusion.

Mr Bender has obviously designed his layout and, electrics in particular, along quite uncomplicated lines.

Whilst there may be some aesthetic reasons against the use of stud current collection, there can be little argument that, though dated, the system is reliable and simple. If one wishes to be modern in this respect, the step to two rail operation is not drastic anyway.

The author refers to his electrics being '24 volt, fed to a homemade rheostat controller' and his motor being homemade and of good low speed performance, the important point being that the costs were minimal.

Well, I for one would be very happy to see some articles on Mr Bender's construction details and methods, same seeming quite applicable to the growing interest in outdoor and garden railways.

A significant deterrent to the development of O gauge would appear to be the cost of manufactured products and I feel that, in this regard, Mr Bender could offer a trick or two that may well be the catalyst to get myself and other enthusiasts on the move.

Congratulations on a well-presented magazine.

J.E. Crawford,
Midland. 6065.

Sir,

I was disappointed to see errors creeping into the magazine on page 39, the description of Mr Cooke's locomotive. It is no longer an 81 class, just an expensive toy. Also Comeng did not build an MLW Alco 80 class. MLW died long ago, the nearest thing to an MLW Alco being the M636, although no MLW drawings were used by Comeng in their manufacture. The 80 class was Alco powered and the Alco engine drawing was the only one used in the manufacture.

S. Dick,
Parramatta. 2150.

Sir,

I would like to commend the organisers of the mini-convention 'Modelling the Railways of NSW — 3' held recently at the AMRA branch in Rockdale and in particular co-ordinator James McInerney for his infectious drive and enthusiasm which is an inspiration to us all. Those who attended were treated to a full and varied programme.

To say "there was everything that opens and shuts" was quite literally true. The competition entries included some excellent MHG vans with most doors wider ajar than the manufacturer intended in order to reveal guards and luggage inside, while Terry Flynn encouraged us to mutilate (I'm sorry, 'kitbash') all our non air-conditioned passenger fleet in order to faithfully represent the irregular disposition of open and shut windows, indicative of the comfort or lack of it of the travellers therein.

Similarly, Alex Brown demonstrated what heights of realism can be achieved with some imagination, a razor saw, a file, a certain degree of courage and an over-supply of LIMA twelve-wheelers. The PerWay side of the hobby was represented by Bruce Akrigg and Graham Brown constructing modular baseboards, while John Glastonbury showed ways of 'compensating' for deficiencies in track. His method of attaching simple hinges to wheel sets allows one axle enough freedom of movement to overcome track irregularities without the jolting action common to rigid framed four wheelers.

This solution also improves the performance of locomotives as Eddie Payne showed when he took some TRAX 48 class to 'shops'. Speaking of shops, it was good to see the commercial side of the hobby represented by both Casula and Station Hobbies.

The afternoon was rounded off with some advice on an improved model gum tree from Ray Pilgrim, safeworking by James McInerney and unsafe working from Ron Cunningham and his DYNATROL. Ron also gave hints on modelling lineside structures.

While the clubrooms were a convenient and intimate venue, they proved too small for the overflow crowd in attendance. A bigger venue is under consideration for next year's convention. I would recommend to readers that they book early for 1986. This event can only grow in popularity and is truly a rewarding, learning and sharing experience.

Johnathon Willoughby,
Liverpool. 2170.

Sir,

I would like to comment on a letter published in Mailbag, Issue 133, written by Mr Keith Trueman who didn't like the standard of the Brisbane Exhibition.

I am a member of the Australian Model Railway Association, Queensland Branch, and our Association is the exhibition organiser. We are an association, not a club! In our clubrooms we have many different scales and prototypes — Australian, American, British, European and freelance. Most 'clubs' operate one prototype; we don't. On a typical running day we have all different prototypes and scales, usually HO running with Sn3½ or even On2.

The main idea of the exhibition is to foster interest in the hobby for young and old alike. I think it's great having layouts built from off-the-shelf products, to show people what can be done with products bought in the local hobby shop.

I myself like finer scale models but a novice can be easily deterred by fine scale models and layouts like the one described — let people know it's not as hard as it looks. As for scale speeds, I agree speeds at exhibitions are too fast in a lot of cases, but high speed appeals to the young and the young are our future modelers.

Andrew Webb,
Mansfield. 4122.

Sir,

I doubt if anybody modelling N gauge would have realised that one particular company who produced lineside kits for this particular gauge have decided to discontinue the entire range due to a 'saturation' point being reached on the Continent and the opportunity for them to go into the field of movie industry, i.e. cameras and projectors, plus dashboard components for motor vehicles. The company I speak of is Herpa. Although their kits were of a European nature, the detail was indeed exceptional, with a price that didn't leave your pocket looking like the aftermath of a bushfire. The kits will be available for sometime yet and all is not lost by any means. Herpa also produces a large range of cars and trucks in HO scale and I have been assured that this range will definitely continue.

Keep up the good work and always keep an open mind.

E.C. Sage,
(Miniature World)
Springwood. 2777.

Sir,

I have been following the drawn out saga of 8101's 'alleged' colour schemes, awaiting a winner, but none has been forthcoming as yet. With this in mind I have decided to 'trip the ground relay' on (Big Bad) Bob Cooke's traction motor circuit and return him to IDLE.

I have decided to do this after inspecting the photo of Bob's 8101 on page 39 of Issue 133.

There is only one problem with the unit shown in the picture — apart from being the wrong colour — and that is, it is not 8101!

Careful inspection of the photo will reveal that the air intake grill is situated on the body side panel and not on the mansard roof area. This would indicate to me that the unit is one of the units from 8116 and upward. The intakes were altered on these later units due to the problem of hot air, and a lot of hot air still surrounds 8101! How a later model unit got mixed up with

8101, I cannot imagine; maybe they are being built from 8180 down.

Although the earlier units are being converted, Bob's unit with its paint scheme, predates this modification so therefore Bob, your argument has 'split the points' and is 'in the dirt'. Nice try!

I rest my case . . .

Ray Cross,
Maitland. 2320.

Sir,

Congratulations on a fine magazine. I have been prompted to write by, and in praise of, a most informative article 'W44 - Concentrate Train' by the Phil Collins team (AMRM No.134 Oct.85).

One small comment, to assist in modelling this train (which perhaps has been considered for one of the future articles on the G and CG wagons) - coloured photos of the weathered vehicles (i.e. GC, GP and CG wagons) would be invaluable. (*This aspect of the article is already in hand - Editor*)

With the advent of this superb article, narrating the history or evolution of a 'specific train', I write to ask if the Phil Collins team would have the energy and resources to produce similar articles. (To me it warrants its own section of the magazine, such as 'Prototype Plan - The Train'.)

'Trains' of specific interest to me include:

(1) The Illawarra milk train.

(2) The NSW branch line mixed (e.g. the Grenfell mixed, the Coolah mixed) - perhaps this article could incorporate coloured photos of 3028 and 3144.

(3) The NSW mainline mixed (e.g. Train No.9 Sydney to Albury and Sydney to Nowra of the 1950s and 1960s).

(4) The NSW 'Pick up' goods.

The W44 article also prompts me to ask if the time and resources are available to produce an article on the evolution of the 'Passenger and Freight Bogies of the NSWGR' with prototype information such as years in service and vehicles applied to. An explanation of how the bogie specifically works including the difference between 'plain' and 'roller bearing' bogies. Could photos of each bogie be provided.

(I am aware of 'NSWGR Bogie Booklet', J. Beckhaus' 'Freight Vehicles, Bogie Section' and P. Rogers' article '2CM & 2CN Bogies'.)

Is there any chance in the near future of a manufacturer producing a ready-to-run plastic model or a white metal kit of the 32 class or 30T class locomotives? Either would be invaluable to any size layout running side-by-side with the Trax 48 class.

Thank you for the space.

John Fogarty,
Lane Cove. 2066.

Sir,

May I congratulate your magazine for printing the article which has generated some very interesting comment. Having read the article and the resultant letters, I would like to congratulate John Burgoyne for the article. However, for my money, I must say that Warren McLean does hit the nail fair and square right on the head.

Further to Warren's comments, if I may add my own (for what it's worth), in relation to commercial exhibitions. Most are family concerns or very small business. To ask them to attend an exhibition, pay for accommodation, meals etc. etc. and also pay for floor space is, I think, darn right rude. In years past in Canberra we invited the Trade for free and were very glad of backing. Some say it's a tax dodge! Big deal! The Trade still has to pay out first for what - a low profit, slow turn-over market. That means with even 100% mark-up on, say KD couplers, you have got to sell a damn lot to cover the cost of your 'bed and breakfast'. As most trade exhibitions are family concerns, that means a whopping motel bill, not to mention food.

Catering at exhibitions both for trade and interstate or country visitors is either non-existent or pathetic. Having got up at 4 a.m., had breakfast, drove 300km to the Sydney Exhibition and taken in a couple of hobby shops in the morning, one feels like something more substantial than simulated coffee, packets of chips, lollies etc. - junk ad nauseum.

Again returning to our previous experience at exhibitions in Canberra, we gave the franchise to the Boy Scout Movement. They, in turn, did us proud with cold chicken salads, meat/salad rolls, pie potatoes, peas, sandwiches, tea, coffee, squash and cans of soft drink. They also cleaned the tables after customers and removed the garbage. A job they carried out all weekend and made themselves a profit. We had interstate and overseas visitors to whom our Club gave priority over Fred or Joe from the next suburb. They were given full relevant information and introduced to their particular hosts whose duty it was to answer all their questions

and basically ensure they enjoyed themselves and saw to what they wanted. If a club of 15 blokes can do it, what of the big exhibitions?

Why not a section for youth? Separate from the large club/private layouts whose ages up to eighteen years can exhibit models or layouts. These should be given every encouragement for the hobby to go on with under-eighteen best in show awards, perhaps in the form of a small plaque and one year's subscription to AMRM! So often the youth are 'put down' by some 'rivett-counting myopic twit' who will rubbish a young fellow because he's running a diesel or an electric. (The expert fails to notice all the modifications, castings and added details.) The youth of today relate to these models. They cannot understand why those 'nit-picking geriatrics' become euphoric over a steam engine which was only about 4% efficient. If we want the hobby to improve I think we have got to interest today's youth. They are not impressed by vast expensive brass collections. They are impressed by the pulling qualities of a model and its accuracy to detail. If you don't believe me, try to speak to the young modellers. You can perhaps learn from them.

Like Warren McLean states in his letter, perhaps those written thoughts can be made for future improvements. I certainly hope so. As they say in America, we need to lift our act.

Peter A. Weller-Lewis,
Queanbeyan. 2620.

Sir,

After reading Bob Gallagher's comments on photographs of long-gone information on the old steam train days, I would be grateful for this information, with photographs and plans, to appear in the AMRM as I follow NSW prototype of before World War II, and missed this information while following US practice.

Since I changed to NSW prototype in the last 3½ years, I have had great difficulty in getting measurements etc., especially on buildings.

I have had a great deal of help in this respect from AMRM and other books that have been published. However, I still cannot get enough information.

There used to be a magazine published before the War called 'The Australian Model Engineer' (I think that is the correct name), which printed some very good articles on railway modelling. Unfortunately mine was lost in the moving of my family while I was in the army. My C3271 was built from the plans and photographs out of this magazine.

Eric F.C. Moss,
Fairlight. 2094.

Sir,

I would like to thank Patrick Cox (Mailbag Oct. issue) for his interest in the NSW turntable series.

As I mentioned in the first general article, turntables were often moved once or more times during their lifespan. As larger locomotives were introduced, larger turntables were installed where required and the small turntables they displaced were relocated either at new, secondary or branch line locations, or to displace even smaller turntables at various locations.

The lists of turntable sizes at the various locations in NSW that appeared in the first article were, as far as I could ascertain, the size of the final turntable that existed at each location.

However, a couple of errors have been brought to my attention since the list was published. Ray Love has pointed out that while Parkes had a 60' table in 1945, at some time between then and 1960 a 75' table was installed. Also, as Patrick Cox stated in his letter, Kandos finished up with a 60' turntable. There is evidence to suggest, however, that Kandos did have a 75' table for a period. The late C.C. Singleton in his article 'The Wallerawang-Gwabegar Branch Line' stated "On 28th May 1928 a 75' diameter turntable was brought into use." (ARHS Bulletin No.363, January 1968, p.19.) Presumably some time after 1928 it was realised that Kandos did not require a 75' turntable and probably never would, so it was moved to a location where it was needed and a 60' table installed at Kandos.

I started the series of articles on NSW turntables because I felt that it was an area that had not received much attention and I hoped to make sufficient information available to enable a modeller who wished to build an accurate model of a NSW turntable to do so. However, these modellers are probably a minority and many modellers would prefer to buy a ready-made turntable such as a Fleischmann or Rivarossi, which can be made to pass as a 'near enough' representation of a 90' or 105' turntable.

In view of this, and as Bob Gallagher pointed out in AMRM notes, because of the work involved in preparing the drawings and the pressure on the centre spread, it was felt that one turntable article per year would be

often enough. The 90' turntable article that Patrick Cox awaits should therefore appear sometime in 1987.

Alan Templeman,
Lindfield. 2070.

Sir,

No doubt you at AMRM are becoming somewhat blasé over the constant praise you receive in these columns, but nevertheless I must preface this missive with my most fulsome congratulations on the superb magazine you turn out - and volunteers at that! The informative and interesting content, the balanced layout, the up to date commercial information all go together to achieve a magazine which is in my opinion, miles ahead of its over-priced and over-commercialized American counterparts.

I recently travelled from the country to attend the Sydney Model Railway Exhibition which, as usual, was well worth the 11 hour train trip getting there (particularly as our sleeping car was a TAM in immaculate 'vintage' condition). While viewing the exhibition I had in mind the recent 'debate' which had been going on in AMRM following the article by Mr. Burgoyne and my observations tended to confirm much of what Kel Woodside had to say in his letter last issue.

To me the most entertaining layout was Crafton - not only because it satisfied my penchant for NSW but more importantly because it was presented in a realistic operational sense. Passenger trains stopped at stations, goods were shunted, locos moved through coal/water/sanding facilities at the shed; how much more interesting than the still all-too-frequent non-stop circuit races at 300 scale k.p.h.! The fact that the general public appreciated this departure from the constant motion mentioned by Mr. Burgoyne was testified to by the great throng of onlookers who invariably were crowded about Crafton.

Another aspect of this year's exhibition which I enjoyed was the innovation of the slide show in the theatre. The presentation was most interesting and useful from a modelling as well as a photographic point of view and the presenters had really done a terrific job in compiling and researching their material. This is an idea which I think could well be developed for future exhibitions (eg. videos).

Finally, I was a little puzzled by one aspect of the commercial goods available. While there is now an excellent, and on the whole reasonably priced, range of Australian rolling stock kits available, it is virtually impossible to obtain a pre-diesel engine without spending a small fortune (with the exception of the Lima C38 of course - but who hasn't got one or more of these!). Brass models are fine for those who can afford them, but I really can't understand why one of the kit manufacturers has not considered an injection moulded kit of a popular steam loco, eg C36, D55, D57. I'm sure they'd sell like hot cakes!

Bruce Mumford,
Forbes. 2871.

Sir,

I wish to congratulate Mr Alan Templeman on his excellent series of articles on N.S.W.G.R. turntables and I appreciate what the editor(s) have to go through to get an author to write a series of articles with enough issues to get things started, but first I have a grievance with Mr. Pat Cox (Mailbag, Issue 134.).

For about ten years I have been collecting and collating information on the Wallerawang to Gwabegar branch (the Mudgee line) and I would suggest you add 15 feet to your measuring tape or get your eyes tested for narrow vision as the turntable installed at Kandos Cement Co. siding is a 75 foot diameter cast frame turntable and I believe is unique as I think and may stand corrected here all other 'tables of this size are steel fabricated. This 'table has been here since 1921 and was to be replaced by the 60 footer at Gulgong with this 75 footer going to Muswellbrook. This work was later cancelled as the Gulgong turntable was still in use and Muswellbrook received a fabricated turntable anyway.

As I am a past editor myself (Sydney N Gauge Model Railway Society Magazine), I had a couple of series to worry about, trying to fit articles around these and providing a reasonable balance at the same time. I also wrote a few series of articles, two of which are still incomplete, one I'm still thinking and researching on and another I don't even know how far through the series I am. These articles may, after rewriting even make these pages. I hope you're not desperate, Bob!

On the subject of information on the Mudgee line, anyone who has any photos or information on Mudgee in the 1960s area and any other station on the line, could they please contact me. My address is PO Box 279, Auburn. 2144. and I would be appreciative of any thing.

Peter Kirkbride,
Auburn. 2144.

THE SOUTH AUSTRALIAN SOC, SO & GQ ORE HOPPERS



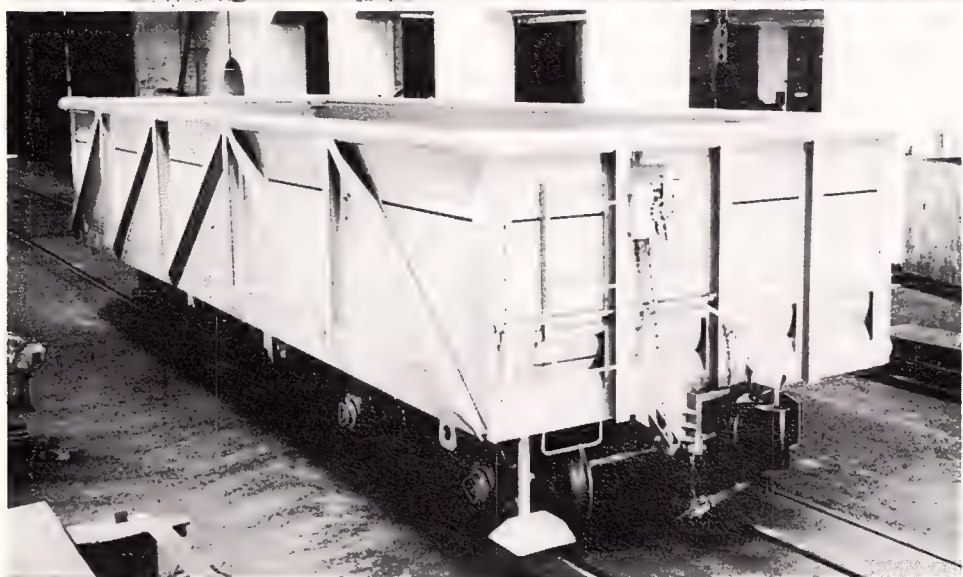
by Doug Aikins

The following article I am sure will help show how a very specialised vehicle is used and the changes that occur as demand requires. From the transformation of the narrow gauge OMN to the standard gauge SOC, to the operating problems incurred and to the regrouping of the SO, SOC and GQ to the AOQY or AOQX classification.

Top: In August 1982 these three GMs have nearly 5000 tonnes of ore concentrates under control as they approach Thackaringa near the SA/NSW border. The ore has come from several different mines, hence the different shaped loads in the AOQY class hoppers. The diesels (45-43-47) are all of the later batch which have dynamic brakes as indicated by the raised panel on the roof at the B end. Photo by Doug Aikins.

Centre: AOQY 112-X had been freshly rebuilt and painted in Australian National's green and yellow colour scheme when Doug photographed it in July 1983. The side mounted brake wheel indicates this wagon was built new as an SO class. The load of zinc ore will retain this peaked shape.

Left: In 1962-63 Islington Workshops built 100 narrow gauge hoppers of the OMN class with steel frames and wooden sides. As part of the standardisation project, the OMN were extended by one panel section, with the wood replaced by steel. The brake lever was retained and the new wagon was classed SOC. This SAR photo is of an OMN during construction.

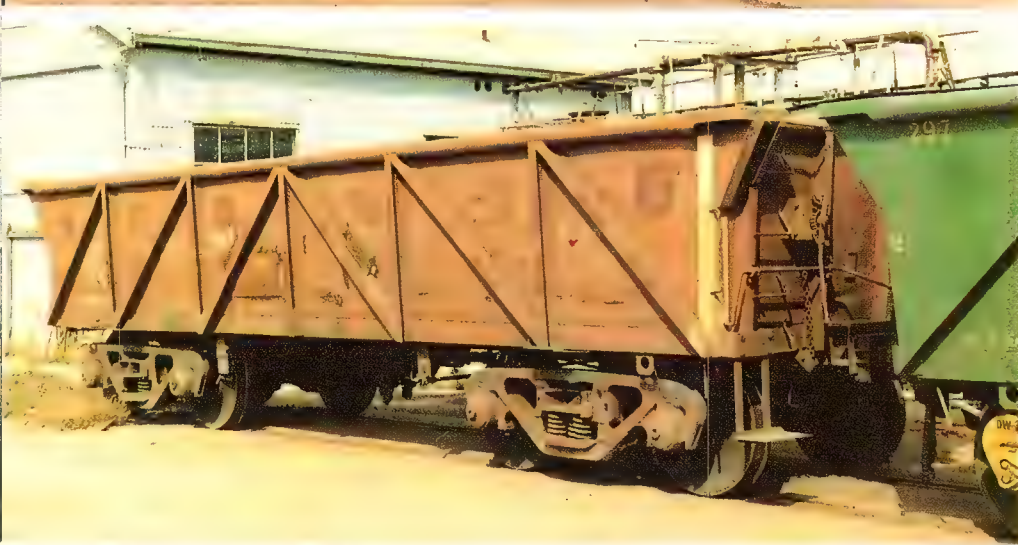




Above: A heavily weathered ex GQX and a re-built AOQY 23 at Broken Hill in 5/83. Interesting to note the X emblem is on the wrong end of the wagon side and the bogies are the NSW outside clasp style with that set of brake shoes removed.



Above Left: Freshly rebuilt AOQY 94-T alongside the unloading dump at Port Pirie in 5/82.



Left: Two photos at Peterborough in 1985. Lightly weathered AOQY 305-S showing end detail. A shunters step and handrails are at the other end. Note that it is dual numbered and the T emblem is offset instead of above the coupler. Brown AOQX 77 lacks the numbers at each end and has a white ANR logo without the boxes. Two temporary repairs and stains add to the weathering.

Below: These four photos were taken by Bob Gallagher in 1984 and although taken early in the morning and therefore very red tinted, they show other weathering patterns. AOQY 55-Y has a red body in good condition with a yellow boxed ANR logo. Green AOQY 311-N shows up the tippler pad marks clearly. Yellow AOQY 10 is showing the first signs of corrosion while AOQY 108-X looks as though it has the measles. This wagon is riding on a set of bogies painted bright orange to indicate they are part of AN's local stock and not for bogie interchange with other systems.





Above. This is a 'record shot' that has proved to be more interesting after a few years have passed. The Broken Hill to Port Pirie standard gauge line opened 12/1/70 and this is part of a view across the new Broken Hill yards on 3/2/70. NSWGR's 42101 has halted beside part of the load of the next SAR train to Peterborough, 606-874 are on their delivery trip and a spare set of bogies are on a flat wagon. Beyond are new SO and SOC hoppers with their white interior. A few years later the 421 class was banned from this region and the 600 has since been painted in the mustard pot colour scheme of 874. Photo by Phil Curnow.



Right: SO 268 in near new condition when photographed in the early 1970s by Peter Ziegler. Everything below the side sill was grey instead of yellow, although the bogies are probably not original. Pete also found these clean GQX wagons with unboxed ANR emblem and riding on blue NSW bogies. Although issued in yellow by the SAR, the SO/SOC were to be repainted in ANR's then corporate brown colours with yellow boxed emblem. AN changed the scheme to green and yellow so for a time it has been possible to find all three colours together as in the April 1983 scene. In 1985 most of the hoppers are green due to the heavy rebuilding programme.



Below: The two photos of yellow SO class date from March 1979 and show weathering variations, black boxed ANR logo and load shapes.



Brief History

The OMN, SOC and SO, owned by the South Australian Railways, were designed for bulk haulage of lead and zinc enriched ores from Broken Hill to Port Pirie, a distance of 397 kilometres.

In the narrow gauge days (pre January 1970) of steam and some diesels, ON and OMN open wagons were conveyed by the Silverton Tramways from the Broken Hill mines to Cockburn, on the South Australian/New South Wales border and then by the South Australian Railways to Port Pirie.

The OMN had a tare weight of 12 tons 10 cwt and a capacity of 35 tons. There were 100 built, taking the road numbers 1-100, and they were built at Islington Workshops between 1962 and 1963 using steel framing with wooden planking. They were painted grey.

Until the inception of standard gauge working, grab cranes transferred the ore either to stockpiles or onto ships.

New Hopper Classes

In the two years prior to standardisation, all OMNs were rebuilt at Islington, extending the body length by 51"(130cm). The body was completely steel-lined, with facilities for tippler unloading incorporated in the new body. The carrying capacity was increased to 55.9 tons (57 tonnes, standard gauge capacity only) and they were classified SOC 1-100 and painted yellow.

The Commonwealth Railways GQ was similar in appearance to the SOC although red instead of yellow. The GQ class, road numbers 2423-2442, were built by Mechanical Handling, Woodville, South Australia during the early 1970s. The Electrolytic Zinc Company of Aust-

ralia Ltd, who were mining ore at Beltana, in the north of South Australia, negotiated to buy 20 GQ wagons from the Commonwealth Railways over a period of approximately 20 years, at a cost of \$220,429. By 1978, the mines were not operating profitably and the project was disbanded. At this time, all recorded GQs were being used between Broken Hill and Osborne which is on the broad gauge near Adelaide. They were again carrying ore concentrates, and were recoded GQX. Their bogies on both gauges were not suited to tippler unloading. Lift pads were fitted when reclassified GQX for bogie exchange use.

The SOs were placed in traffic in 1971, taking road numbers 101-354. All of this class were built at Islington Workshops new and, like the other two classes (SOC, GQX), have had very few structural modifications applied. The features of each class are described in the following table:

SOC retained on conversion from OMN:

- 1. — ratchet-type handbrake fitted to the B end
- 2. — 10" (250mm) brake cylinder and slack adjuster
- 3. — bulb-type triple valve
- 4. — empty load device
- 5. — grade control valve.

SO are fitted with different brake equipment which includes:

- 1. — 'W'-type triple valve
- 2. — increased auxiliary reservoir air capacity
- 3. — handbrake is of the wheel type mounted under the vehicle between the brake cylinder and B end bogie
- 4. — grade control valve
- 5. — empty load device.

GQ is a hybrid cross between the SO and SOC. They are now fitted with:

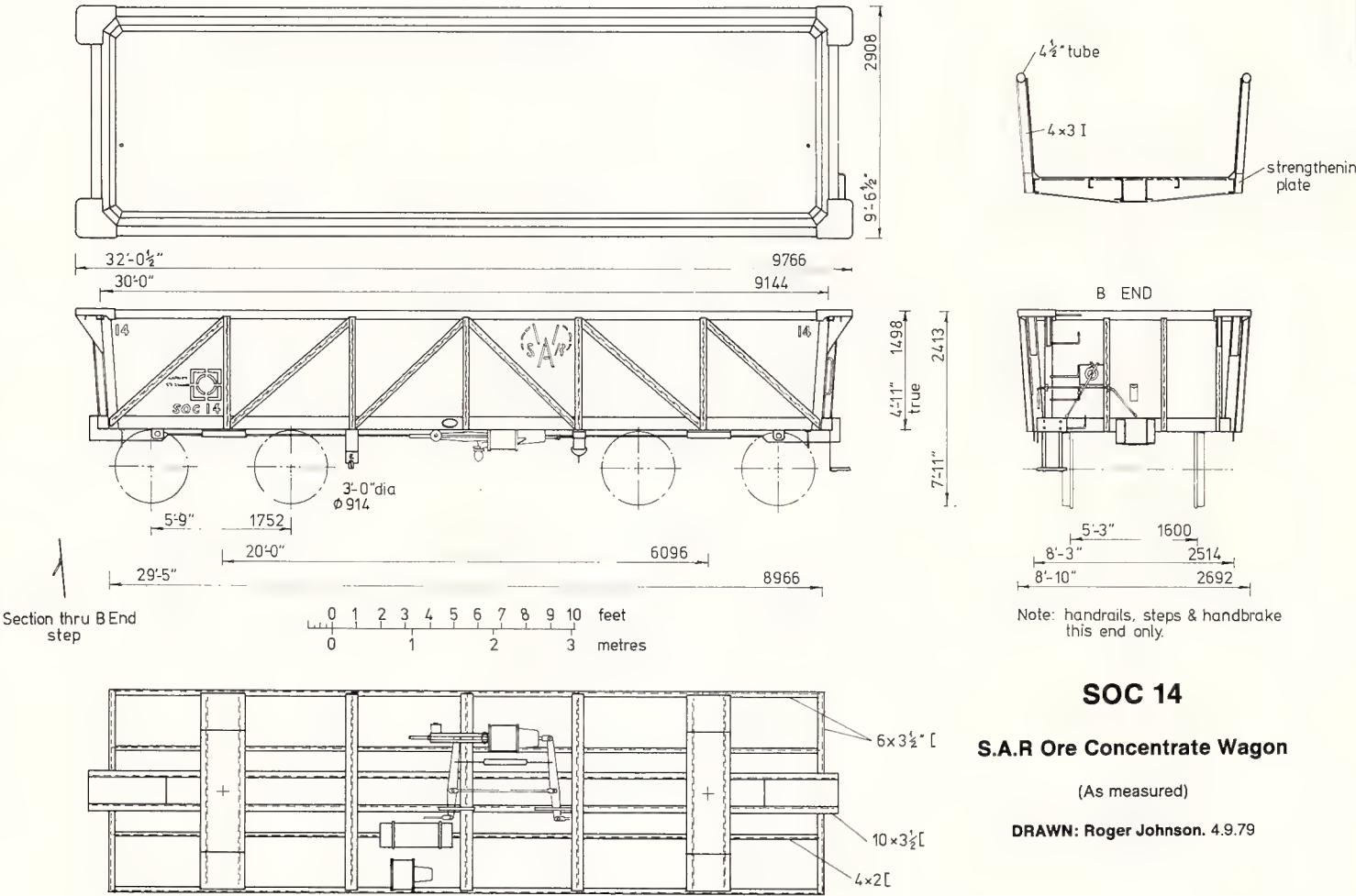
- 1. — aluminium-type 'W' triple valve
- 2. — 10" (250mm) brake cylinder and slack adjuster
- 3. — a handbrake located between the brake cylinder and the B end bogie with 4 bar handles.

Common to all three classes are the water drains fitted to both ends of each wagon. These are used to empty wagons of water before loading to give an accurate loaded gross weight. The operating rod can be seen hanging down under the drawbar pocket at each end.

Painting

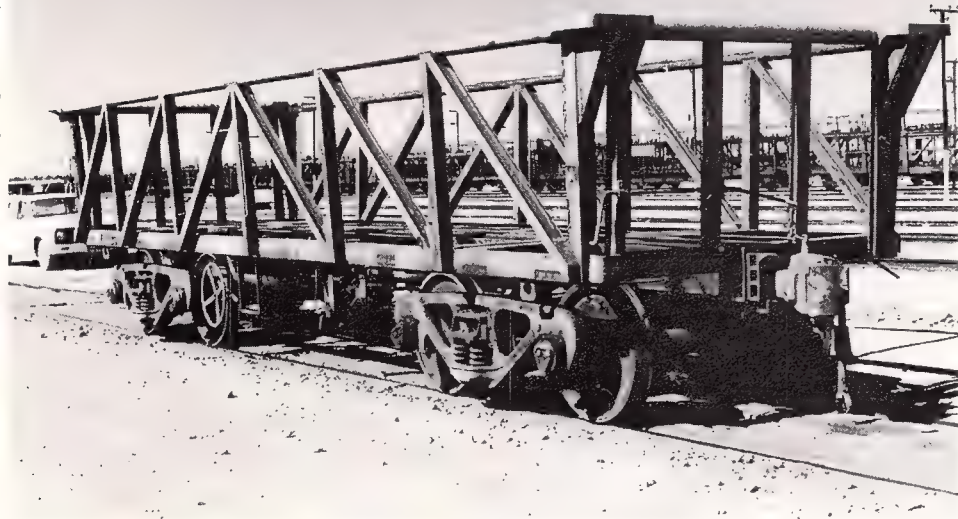
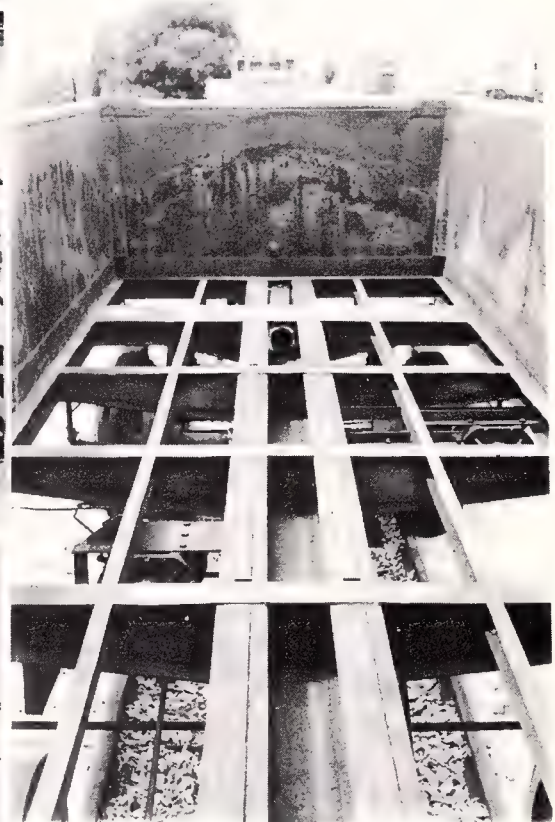
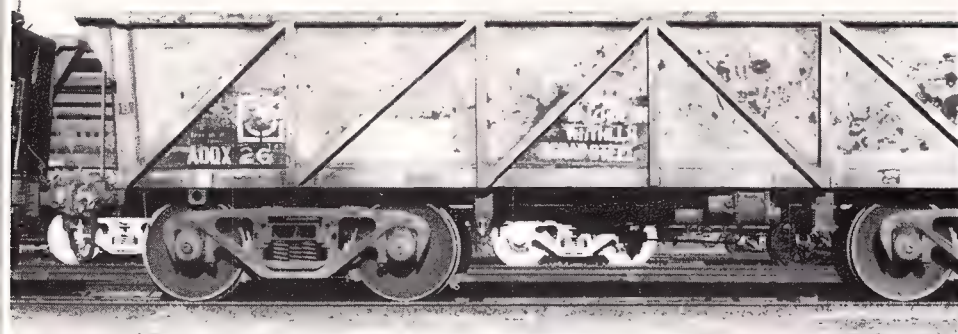
When released to traffic the SOs and SOC were painted golden yellow with the identification code and number painted in 5" (127mm) high black figures. A black square was painted centrally in the bottom left diagonal panel. Two further identification numbers were painted in both the top left and right hand corners. A black 'Piping Shrike' was located to the right of the centre pillar in the upper section. Due works dates and air brake service dates were stencilled in white on two black blocks 6" (15cm) high by 12" (30cm) to 14" (35cm) long. The roller-bearing bogies were painted the standard SAR grey. The interior of the SO and SOC was white when new but this chemical coating soon stained where it contacted the ore.

As time progressed, the black identification area came into being. The 5" (127mm) letters and numbers remained but were stencilled in white. The black area started on the welded seam 6" (15cm) up from the bottom of the truck and was 28" (71cm) high.



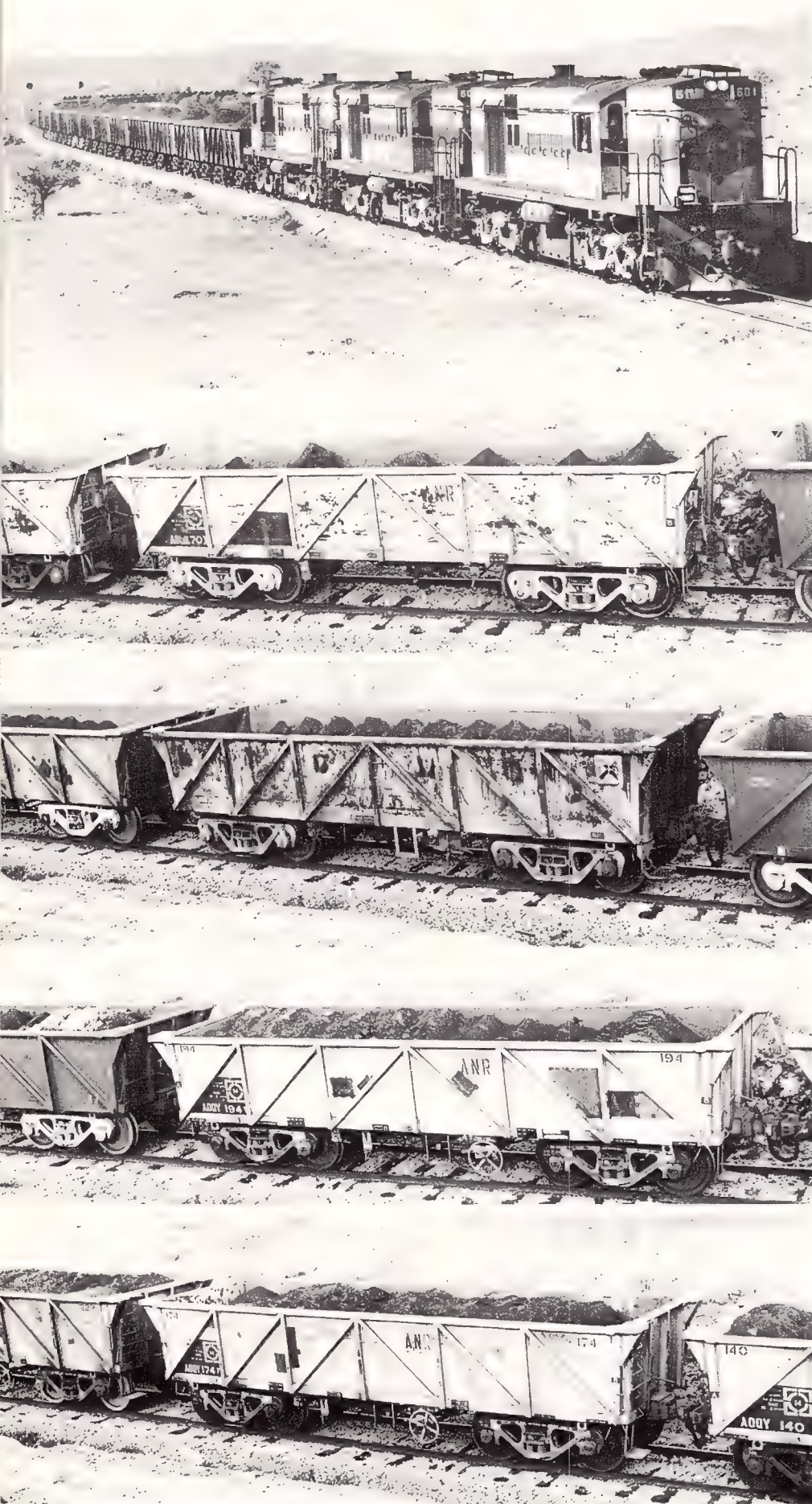


The non brake end of SOC 66 shows the construction of the tippler pads and coupler mount. The other photos show the result of corrosion of the body panels. The floor was removed from an SO in March 1973 while in 1982 Doug Aikins found AOQY 216 stripped back to a skeleton en route from Port Augusta to Islington to return in green.



These ore hoppers have been used for other loadings. SOC 70 was carrying superphosphate when seen at Cootamundra (NSW) in 1974. The hopper lacks a tiedown rail so the tarpaulin is tied to a rope laced around the side sill. SOC 86 was on the Whyalla salt traffic roster in January 1975. Note the clean white interior with black side ribbing and lettering. In August 1981 AOQX 26 was one of a group allocated to carry scrap steel from GMH at Elizabeth to the BHP blast furnace at Whyalla. These wagons had very battered sides and paintwork. The stencil was either white or silver on a black panel. This wagon was an OMN and the additional length is marked by the welds visible in the side sill. Photos by Phil Curnow.

Left: 601-604-605 represent ore train power from the opening of the standard gauge line in 1970 until the ANR introduced its GM class. This photo was taken only four months before the triple GMs. However most classes of standard gauge mainliners can be found on this train nowadays.



During the transformation period between SAR, State Transport Authority and Australian National Railway, the Shrike was dropped. In early 1978 the ANR brown emerged with yellow ANR in boxes. Also seen at the same time was the basic yellow with the black ANR in boxes. In 1978 the four-letter codes were introduced.

The next colour change occurred in October 1981. AOQY 302, 114 and 235 emerged from Islington workshops in the 'Corporate Image' green and gold. The body is all green except for the second from left pillared section. This block is yellow and acts as an identification (ID) board as well as carrying the snail symbol (black decal). The two vehicle numbers in the top left hand and right hand corners are retained in yellow. The handbrake, grab rails, shunter's steps and bogies are all painted yellow.

The new steel sides and floor have been chemically coated inside with a new material which is coloured dark grey-black.

The GQ was released in standard Commonwealth Railways red/brown. The ID board appeared as a black 20" (50cm) wide and 24" (60cm) high section. A large square was stencilled next to the coding indicating an empty/load device was fitted. A large white 'C' and 'R' was stencilled with one letter either side of the centre pillar (exact size unknown — guess 28" (71cm) high). Service dates, empty/load device and handbrake rotation were all stencilled white on varying sized black backgrounds, with bogies orange, while on standard gauge, I understand the interior was also red/brown.

The GQXs, upon repainting, had the same body colour but differed with the standard bogie exchange symbols on the right hand top end and side corners. A white 6" (15cm) ANR was placed centrally either on the left or right of the centre pillar. The addition of a grade control valve was shown with a white circle within the white square and the black background of the ID area enlarged to approximately a 28" (71cm) square.

Noted on AOQX 2423 at Peterborough in April 1983, stencilled in white, a 'Not to run in NSW' in the second from left top diagonal corner.

Coding Changes

SOs and SOC's occasionally worked other types of bulk traffic. These vehicles were fitted with lift pads to facilitate bogie exchange operation, for example Whyalla-Adelaide salt traffic. Although put into exchange operation, the coding was not altered at this time.

These four photos allow a comparison of wagon and loading detail. Lead ore is heavier than zinc and settles more as shown by AOQX 70. The black panel indicates this wagon had returned from the scrap steel traffic. AOQX 2430 was originally built for the Commonwealth Railways, hence the side step and brake wheel. The end step has the distinctive bend in the two supports. AOQY 194 and 174 both carry lead ore which has some salt discolouration and both have temporary panel repairs. Their Y coding is due to the lack of lifting pads above each bogie for bogie exchange. Photos at McDonalds Hill on 15/8/83 by Doug Aikins. In April 1985 the train consisted almost entirely of green hoppers.

During 1978/79 all SOs and SOC's were to be coded AOQY and the GQX to become AOQX. All road numbers remained the same.

January 1980 saw AOQY 16, 20, 23, 25, 26, 31, 33, 46, 58, 63, 68, 70, 72, 77, 86, 97, 209, 213, 246 and 342 become AOQXs for scrap metal haulage between Dry Creek and Whyalla (stencilled 'Elizabeth Whyalla Scrap Steel').

General Notes

With the inception of standard gauge operation, ore was forwarded from up to four companies — North Broken Hill, South Broken Hill, Zinc Corporation and New Broken Hill Consolidated. All companies mine both lead and zinc.

The maximum length standard gauge train, Broken Hill to Port Pirie, is 70 bogie trucks. This makes 5284 tons (5390 tonnes) the maximum load for a 70 km/h timetable which applies for any train with 20 or more ore trucks attached.

At Port Pirie a string of 69 wagons can be unloaded by tippler operation in several hours. At Osborne, near Port Adelaide, grab cranes are used to unload ore awaiting treatment.

The untreated ore is of a dark grey colour, smells pungent and generally when loaded gives a 'razor back' appearance. Depending on the quality, the type of ore loaded is strictly proportional to the height and number of humps in the load. Zinc ores will be loaded higher than lead ores. Both ores are transported wet to help stop the load 'blowing away' in transit.

Unfortunately, the addition of water to the ore produces acids which are severely eating away the steel bodies. By mid-1982 over 100 AOQYs were out of commission due to extensive corrosion in the sides and floors.

This brought the return of AOQX 16, 20, 26, 33, 46 and 70 back to the Broken Hill — Port Pirie service. The ex-Commonwealth Railways AOQXs were also directed into this traffic. Prior to this time they carried lead middlings from Broken Hill to Osborne. Their place was taken for a while by NSW SRA ore wagons but more recently ex CR wagons of the GB style are used.

Corrosion has been a consistent problem when carrying these ores. Most of the ON and OMN narrow gaugers had wooden sides but a few ONs had anti corrosion steel which although expensive lasted about twenty years.

The SO and SOC sides and floor were made from a lesser grade of steel coated with a white coloured epoxy type of material. This was quite rigid but when it cracked the acidic water seeped underneath and chewed away until the sides began to resemble cheese. This took

about twelve years to occur. The wagons were then taken to Peterborough or Port Augusta Workshops for total removal of affected areas. Originally the replacement of the steel and lining was done at Islington but it is now being done up north. Anyway, the exterior gets the green look and the interior gets a thick coating which has a weathered black colour. This material takes several days to cure but is expected to remain slightly flexible and not crack.

Experiments continue with other materials. In mid 1984 AOQY 6, 10, 49, 89 and 91 were chosen from the body rebuild queue to receive a fibreglass interior coating. Peterborough sandblasted the remaining interior and fitted mounting studs, then sent the wagons to Whyalla for the new coating to be applied. All were back in service by late 1984 and a recent sighting indicates no obvious problems. A full evaluation will require several years.

Due to accident damage the following have been written off:—SOC 38, 59; SO 158, 218, 253.

In November 1973 tests were carried out on loaded SOs 333 (modified bogies), 323, 282, 184, 281 and 202 (empty). It is presumed these were riding tests as some problems have been experienced with these wagons. Also used, presumably in support of these tests, were FBX 24, DC 783 and Murray car. Murray is the Officers Inspection Car and DC 783 is a steel carriage converted into a support vehicle.

On November 20th, 1973 the following were lent to the NSW Railways — SOC 2, 3, 10, 16, 20, 23, 24, 25, 26, 46, 66, 70, 87, 90 and 91. These were used on super traffic between Port Kembla and Forbes and ore traffic from Cobar mines to Port Kembla acid plants.

In January 1974, a number of Yellow SOC's, including 66, were being used by the NSW PTC to haul rock filling to the Port Botany development.

On February 2nd, 1974 three SOs were lent to the WAGR.

On June 1st 1974 ex-Broken Hill, 16 SOC's plus ELX plus MHG were seen heading east behind 4490.

In November 1974 SOs and SOC's were carrying superphosphate in NSW and salt in SA.

The following SOs and SOC's were stencilled for salt traffic between Whyalla and Osborne — SOC 16, 20, 23, 25, 26, 31, 33, 46, 58, 63, 68, 70, 77, 86 and 97, and SO 209, 213, 246 and 342.

The central stanchions and diagonals on either side were painted black to look like a large arrowhead. This traffic ceased approximately 1976.

In March 1976 SOC's 3, 11, 19, 29, 36, 40, 41, 43, 47, 51, 53, 54, 56, 62, 64, 69, 75, 80, 92

and 96 were lent to the NSW PTC.

In October 1981, AOQY 302, 114 and 236 re-emerged with new bodies in the green and gold colour scheme.

Other loads regularly carried include coke from Whyalla to Port Pirie and scrap steel from GMH Elizabeth to Whyalla. In late 1983 a group of HS stone hoppers were converted for the Whyalla — Osborne coke traffic.

AOQX 323 was fitted with aligned bogies to evaluate bogie wear and other vehicle characteristics.

Early in 1980 a project was undertaken to try and reduce uneven flange wear taking place. This can be brought about by track curves being predominantly one way.

All AOQYs were marked with a 5" (127mm) green 'T' near one ID board. All wagons had to be around with this marker showing on the designated side of the track. After three months all AOQYs had to then be turned with the marker being on the opposite side. This was usually done at Port Pirie on the Coonamia Triangle, turning complete train lengths at a time. This test ceased in early 1981.

Noted on the side panels is a series of square 'pad' marks. These are from the tippler unloading facilities at Port Pirie. As the vehicle is inverted, the pads support the truck as it discharges its contents onto a conveyor system.

It has been noted recently that AOQYs have travelled to Cobar, NSW and are then loaded with mineral ores from Elura Mines and sent to either Port Pirie or Osborne.

It is interesting to note that Electrolytic Zinc are mining zinc at Beltana again (27.8.84). Two trains a week of twenty AOQY-AOQX and brakevan work between Copley and Port Pirie. This ore looks like gravel and is a red colour, loaded high in two heaps.

Conclusion

The now AOQY/Xs are a very specialised high capacity, bulk load carrier. I hope this article has shown how these vehicles have been used and of some of the modifications made.

To anyone considering writing an article on a particular subject, I thoroughly recommend it. I worked alongside AOQY/Xs every day but to uncover their history, and day-to-day operations and running, is an eye-opening task. There will also be a lot of history that is not, or is inaccurately, recorded. To those interested, best of luck.

Bibliography

Mr P. Smith, Phil Curnow, Recorder and Catchpoint magazines. ■

AMRM NEWS

Compiled by Bob Gallagher

Well, it is over nine weeks since the compiler of this column has had to sit down and prepare these notes. We have heard that some readers were disappointed with the lengthy gap between the October issue (published early September) and the December issue, but as those of us who prepare AMRM wanted to take a holiday (and go to an interstate exhibition) we needed the lengthy break between issues.

The break was great. It helped recharge the batteries. It also helped paint the house and finish a model or two, and not to the dictate of the magazine.

Part of the break was taken travelling around the southern parts of this colourful (and wet) country. It is not until one gets out into the country, especially the spring season, that we can fully appreciate the land in which we live. Of course some areas were more interesting than others, especially when there is a railway yard or station to inspect, for it is here that modelling ideas are perceived. All which goes to continue an interest in modelling railways.

Toy Scene

We often look upon the toy market as the future of

the model railway hobby. Over the past fifteen months it has been possible to visit most states and the ACT and in doing so visits to hobby and toy shops became prime importance. The toy shop visits were of great disappointment for very few had any evidence of a train set, let alone an Australian one. When asked 'why no trains' the proprietor generally implied that they did not anticipate sufficient sales to justify stocking trains.

Hobby Shop Scene

Conversely, the hobby shop scene gave many reasons for encouragement. Quite often, we at AMRM receive communications that intimate that the only decent hobby shops are in the city, and only the two major cities. After visiting over twenty five hobby shops that specialise in model railways, we have come to the conclusion that most modellers who do not live next to a so called 'major' hobby shop, appear to suffer from the 'green grass on the other side of the fence syndrome'.

It was very pleasing to roam through the shops, be they big or small. Naturally all specialised in the prototype of the proprietor's interest, but all appeared to supply a good range of the necessary items, and the

price variation was surprising for many items were cheaper away from the big smoke.

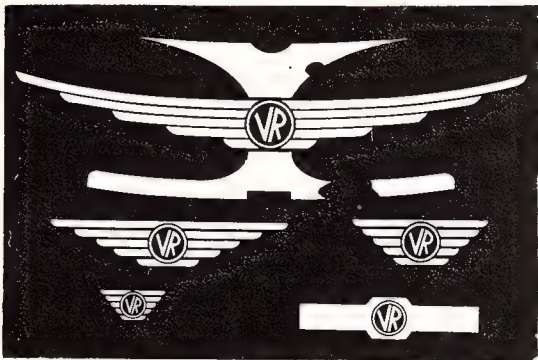
A further encouraging point was the desire by some of the shops in centres that could be considered as small country cities to stock a range of products aimed at the Australian market that would rival many of the major shops. If this trend continues we can certainly look forward to a rosy future.

One amusing aspect of the shop inspections, especially over the past few months was the 'saleable' quality of the Lima 422. Only in one shop was the model the recommended retail price, and most shops had it displayed at a 'Sale Price'. Is it possible that we have all underestimated the value of Lima's interest in the Australian scene?

Supplier Slowdown

Despite the above encouraging signs, one manufacturer has decided to slow down and limit his manufacturing, by returning to full time work and limiting model production to spare time. Bob Birdsey, who for some years has been the driving force behind Main West Models, has had to give up his desire to remain in

Continued on page 50.



VR Chevron decals in HO scale by Broad Gauge Bodies. PO Box 137, Daw Park, 5041. Price: \$2.80

For lesser informed modellers, like this reviewer, VR chevrons are those beautiful wings found on the front (and end) of the royal blue Victorian Railway diesels. This sheet provides decals that suit the B, C, F, S, T and X classes, the modeller having to choose the right decal for the task. All are supplied on the same sheet, but are an orange colour, which when applied to the dark surface comes out yellow. As with most BGB decals these chevrons slide easily off the sheet and are easy to work with the usual decal application liquids. As with any decal, it would be wise to add the chevron to the model before adding and matching the yellow linework. For the modern day V.R. modeller, these decals will be very useful.

Bob Gallagher.

Union Pacific 6900s 'The Centennials', Video Rails Videotape released by Association of Railway Enthusiasts Limited, Box 4810 Mail Exchange, Melbourne. Price: \$49.95 (plus postage).

The DD-40X is considered to be the largest type of diesel electric locomotive ever built. There were only ever 47 of these giants built, all for the Union Pacific Railroad. They carried the road numbers 6900-6946.

Each unit is powered by two 16 cylinder turbo-charged engines with each engine developing 3300hp, giving the loco itself an all-up horsepower of 3600hp. The locos were built over a 17 months period from 1969 to 1971. As 1969 was the year that commemorated the joining of the Trans-Continental line from east to west, the 6900s were dubbed Centennials. At the time of taping (early 1985) 25 units were still in operation. Unit 6946 was the first to be withdrawn and was retired to the Feather River Railroad Museum in California.

This 1/2 hour tape is quite impressive, both in quality and subject matter. It starts with brief footage of earlier diesel units, building up to the concepts that prompted the DD-40X. Still photos show some of the units during construction. The viewer is given a 'guided tour' firstly of the mechanics and traction equipment incorporated in these giant units and, secondly, a 'look through' the cab and all of its controls.

There are some excellent sequences of run-by footage of the units in action, mostly in multiple-unit lashups.

If my calculations are correct, one scene has a sequence of head-end units of in excess of 18,000hp! The tape culminates in a six minute segment featuring a cab ride in 6922 on a 12,000 ton freight haul over Sherman Hill.

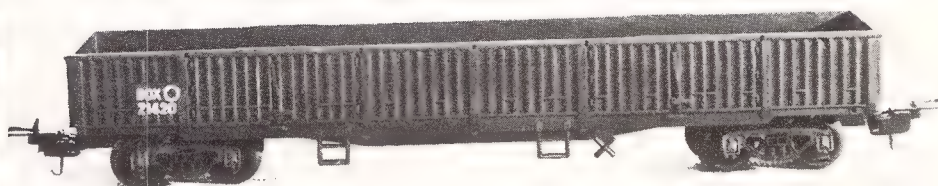
The narration is not continuous (the run-by segments, for example, need no narration) but where applicable is tastefully done. Background music has been well chosen and fits the atmosphere.

All in all, this is a well-produced video that concentrates on one class of loco, and presents it rather comprehensively. This is only one of the Video Rails series of tapes to which the ARE has sole Australian rights. It has been duplicated from 1" master tape, and certainly loses nothing in the transfer. For the video buff who likes to own his/her own copy, this one I recommend.

Allan Brown

NSW SRA BDX open wagon in HO scale by Trax Model Products, PO Box 312, Ryde, 2112. Price: \$10.95.

The BDX wagon was introduced originally as a two wagon code block during the 1960s following the success of a much shorter style of open wagon, the BD. The two codes within the series were BDL and BDX, the X denoting the wagon's adaptability to bogie exchange. Over the years most, if not all, BDLs were converted to BDXs. With the advent of the four-letter coding, these wagons became NOBXs. Originally black, they have run the gamut, through blue to red.



The two production runs were given three groups of road numbers, the Goodwin built wagons 28375-28364 and 31611-31660 while the Comeng built wagons were numbered 33401-33680. The difference between the two production runs was that the Comeng built wagons were built with bogie exchange equipment fitted and they had longer external tarpaulin lashing rails. The wagons were given the NOBX code in the 1980 reclassification. Over the years the wagons have been used for virtually any commodity including, bulk coal, wool, timber, ore and containers. Tarpaulin facilities were fitted to all wagons but in recent years some have been converted for steel carrying duty by the removal of the doors and the provision of interior bolsters.

The model appears to represent the Comeng built wagon but it has been given the numbering from the first Goodwin built batch. The BDL/X has been produced a number of times (at least five) in kit form but this is the first time as a ready to run model.

Produced in Hong Kong for Trax the model comprises plastic mouldings held together with screws. Between the black mouldings for the body and underframe is a hefty section of steel, which gives the wagon a good operational weight, without a load. The model is supplied with three couplers, Lima style, Hornby style and X2F style.

Detail on the model is quite good and includes all exterior fluting, door latches and hinges and tie-down rails. Moulded on detail includes shunters steps and yard brake, both a shade over scale, but in turn very sturdy and unlikely to snap off. Apart from the scribed floor there is no interior detail (i.e. fluted sides or timber lined end) although the rivets holding the interior timber lining are visible on the exterior of the ends.

The head stocks have been modified so that the Lima style couplers, which are attached to the Bettendorf style bogies can pivot freely. The wagon code and number have been silk screened on the identification board, the lettering being a shade oversize while the board is undersized in height.

The bogies are fitted with plastic 10.5mm wheels, which while acceptable on a toy train set will need to be replaced for trouble free running. Dimensionally the model is quite accurate while the only obvious flaw in prototype authenticity is the main side support which are a shade too wide.

While undoubtedly produced for the toy market, this model, with only a little work, can become an excellent HO scale model, with the emphasis on scale. For fitting Kadee couplers only a little packing will be needed. The wheels fitted are of the short pinpoint axle type, and there are at least two quality brands presently on the market.

As with other models in the Trax Australian range, this is an very good model that should suit both modelers and the toy market alike.

Bob Gallagher.

Decals for the NSW RUB cars in HO scale by Silver Maz. Available from Casula Hobbies, 245 Northumberland St., Liverpool, 2170. Price in text.

Following the production of the RUB cars, in kit form, Silver Maz has had produced, by Broad Gauge Bodies, two decal sets specifically for the cars. Set 003-3 is the RUB codes, numbers and lines in yellow and retail for \$2.80 while 002-2 is the codes and numbers in white, retailing for \$2.00.

Both sheets have been produced to the usual BGB standard, which provides for easy sliding off the backing paper and manoeuvrability on the model, the film being easily to work over ridges and hidden by use of DDV or matt finish.

The codes, numbers, lines and names on the sheets are so comprehensive that any vehicle found in the RUB set can be suitably decalated. The two sheets are almost sufficient to decal the complete RUB set, this aspect falling short by a few extra SFS and SBS codes.

Included on the sheets are all the known codes in the class, at least two of each road number from a wide selection of numbers known to have been used on the

cars, belt-rail lines, first, second and economy class lettering, set numbers, 'Sydney End' lettering, car numbers (used for designating reserved seat numbers), buffet car sign and the lettering for the names applied to the RUB cars; Intercapital Daylight, Brisbane Limited Express, North Coast Daylight, Central West Express and Riverina Express. One omission is the non smoking lettering from the white sheet. All items are to the correct size and are cleanly formed.

A further use for these decals is the detailing/decating of the now released Trax FS and BS cars.

The word to describe these sets is — comprehensive. They are good too.

Bob Gallagher.

HO scale diagrams of NSW Government railway and private owner rolling stock vehicles by Keith McDonald. Available from Australian Railway Historical Society (A.C.T. Division), PO Box 112, Civic Square, A.C.T. 2608. Price: \$0.85 per sheet posted surface mail.

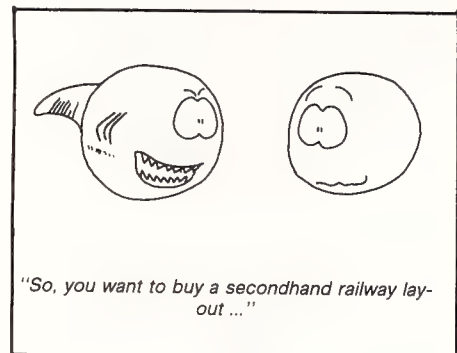
For some years Keith McDonald has been drawing railways wagons, his first public display being in the book 'Steel and Rails in Newcastle'. The drawings are basic and show side and end elevation, and the larger detail items attached. Dimensions for height, width, length, wheelbase are standard, as is bogie and journal type or wheel size. Also on the sheet is a graduated scale and the road numbers the vehicles were known to carry.

As there is no plan view (of the outside of the vehicles) detail such as ventilator position, etc is not shown. These drawings appear to have been prepared using other line drawings as reference, and as such the research is incomplete. While this may limit the value of the drawings to some, they still are a good basis from which to commence research for a model. Of most value of course is the private owner wagons, drawing and dimensions of which are like hens teeth to find. For this alone the drawings are highly recommended.

- Drawings currently available include:-
- 001 Koppers KPX 93-107 (NTBF 3503-3517) 48,000 litre bitumen tanker
 - 002 Shell SCA (33-36) 3,000 gallon oil tanker
 - 003 BHP CXD (1-55) 66 tonne coal hopper wagon
 - 004 NSW WHX/NGAX (30551-30668) grain hopper
 - 005 NSW RFV (690/924) 2nd class terminal car
 - 006 NSW RFV (693/918) 2nd class buffet car
 - 007 NSW HCV (693/921) composite terminal car
 - 008 NSW BV (485/931) 1st class lounge car
 - 009 NSW BCV (21137-21186) box car
 - 010 Sulphide Corporation SC (11, 12, 17-20) 37 tonne acid tanker
 - 011 NSW ICV 4 wheel insulated van
 - 012 NSW BW (12001-12099 range) 4 wheel ballast hopper

Bob Gallagher.

Unfortunately there has not been sufficient space in this issue to include all items submitted for review. These will be included in the February 1986 issue of AMRM, due out on 1.2.86.





An example of how a CCA car was often used as the only piece of rollingstock behind the engine. Here 3118 hauls a CCA car across the Nepean River approaching Camden in December 1962. Photo by Bob Merchant.

PROTOTYPE PLAN

NSWGR 'CCA' COMPOSITE CARS 266, 1273, 1277, 1446 & 1447

Research by Don Estell & Paul Rogers

Notes by Paul Rogers

Plan by Howard Armstrong

Traced by Ian Thorpe & Ray Love



Entrance end of CCA car. Note the tarpaulin used for weather protection. Photo by Alan Templeman.

The success of the end-loading 'American' carriage for suburban service in Sydney led to the adoption of this type as the standard unit for metropolitan working. But although the major conurbations of Sydney, Newcastle and Wollongong witnessed the bulk of operations of these vehicles during their long career, there were other duties performed by them at various times. Such is the purpose of this article: to briefly mention the work of the CCA car in out-of-the-way places on the NSWGR system.

It is necessary at the outset to state that the CCA code covered several variations on a common theme. Hence this essay concentrates on just five vehicles, viz. nos. 266, 1273, 1277, 1446 and 1447. This is no disadvantage, however; because of the role of these cars, there is little need for more than one or two examples on any layout.

Ron Preston, currently Manager of Cardiff Workshops, in his book 'Tender into Tank' (ARHS 1970) at pages 89-90 aptly describes the CCA vehicle as a "... truly remarkable example of man's ingenuity, for it contained separate compartments for first and second class, both smoking and non-smoking, as well as ample space for the guard and his parcels and paraphernalia. A bewildering succession of partitions divided the car into its various departments." So the appearance of these notes and drawings will be good news for many modellers, particularly those who practise branch line ideology.

Description of Vehicles

The CCA cars described herein were all

conversions from standard end-platform stock, the most noticeable alteration being the enclosure at one end of the vehicle which incorporated the guard's area and which was fitted with a sliding baggage door on each side. Two windows graced the 'terminal' end of the car. All of the CCA cars covered by this essay were of the Mansard roof type.

The body styling ranged from the beaded panelling of earlier years through tongue-and-grooving below window level, or vertical plank-ing in the same location, to Masonite covered sides. The standard form of letter boarding replaced the relief form in later years also. The more recent styles of bodywork have featured a continuous belt rail below the windows in lieu of the previous individual mouldings in the same area.

Internally, from the 'platform' end of the coach, were provided saloons for 20 (smoking) and 16 (non-smoking) second class passengers, followed by two saloons (each holding 8 persons) for first class smoking and non-smoking patrons. Each area was separated by conventional partitions and doors. No toilets were provided, as the design was intended chiefly for short distance and relatively fre-

quent passenger services on selected lines.

The cars rode on 5'9" bogies, nominally of the 2AA or 2SB pattern. They were equipped with screw couplers and buffers at each end, necessitating the use of a 'match' truck to separate the CCA from bufferless vehicles on the same train. Cars allocated to Yass Junction — Yass Town workings were wired to receive power from the Z13 class locomotive's generator rather than from the orthodox carriage-borne power source. This arrangement arose owing to the short distance of the route and the low speeds involved. The Yass units also had modified steps on the end-platform to assist passengers entraining and detraining.

Livery

The colour scheme was generally that of tuscan red, lined in buff or lemon above and below the windows. The roof was generally dressed in tan. It is conceivable that, in earlier times, tuscan red and russet may have been applied to the body sides.

Lettering and numerals were also in the buff or lemon colour. The identity of each vehicle appeared above the windows midway along the sides of the car, while the legend 'GUARD'

was placed between the baggage doors and the end of the vehicle. The '1st' symbol can be observed on the letterboard adjacent to the baggage doors in a 1930 photograph of a CCA car working the Yass Tram.

Operation

Lines on which these coaches worked included the Campbelltown — Camden, East Maitland — Morpeth, Richmond — Kurrajong, Yass Junction — Yass Town and Clyde — Carrington branches. In some of these cases, they provided the mainstay passenger accommodation; in others, they met the demands of the 'off-peak' services. On certain lines they performed the duties of the train's brake van.

Apart from the Yass Town line, the routes mentioned often saw the CCA cars coupled to other 'American' type vehicles and/or light-weight 'L' and 'R' type stock. In the case of Camden, added interest occurred on those days when the Carrington Hospital Car was attached to the train.

Main line running of the CCA cars was not unknown. There were certainly instances of at least one vehicle operating in this manner in the Newcastle region about a decade ago. On

these occasions the CCA was attached as a 'terminal' car to a rake of four or five standard 'American' carriages.

The vehicles forming the topic of this article appear to have been the only CCA cars fitted with the enclosed end. Car 266 may have been modified as early as 1910 for use at Yass but seems, on paper at least, to have foregone the CCA classification until around 1930. Car 1277 was converted to CCA status in 1917 and cars 1446/1447 re-entered traffic as this type of car around 1919.

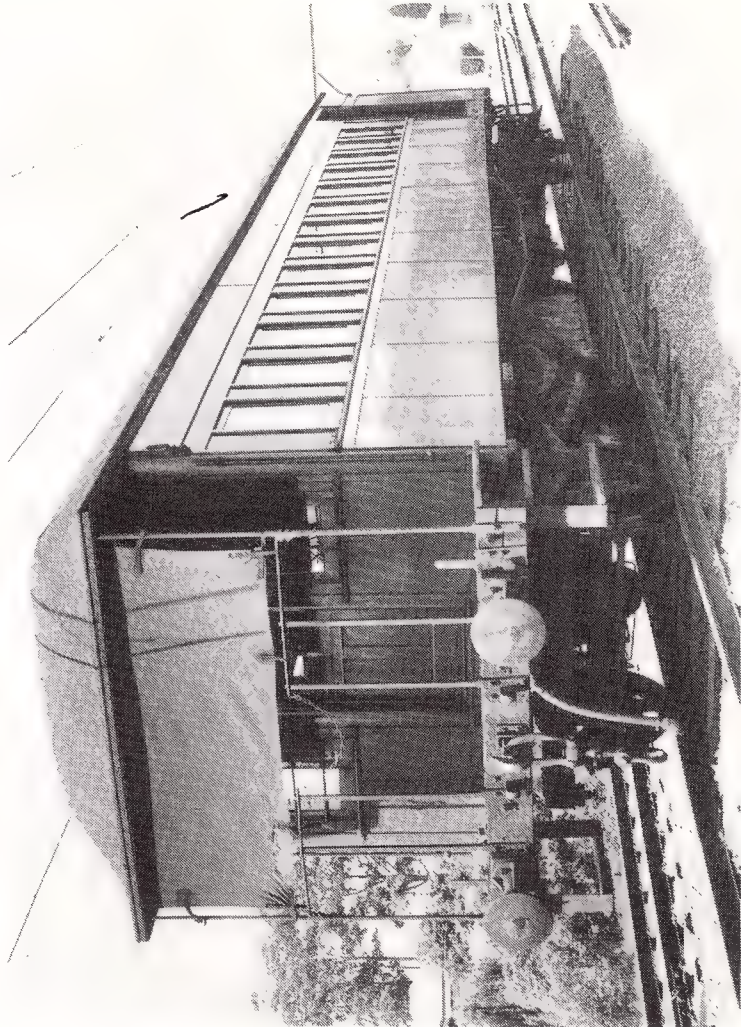
Car 266 appears to have worked, in chronological order, the Yass Town, Camden and Kurrajong lines; car 1277 was purposely converted for service on the Camden line, while nos. 1446 and 1447 were brought into use as CCA units primarily for Yass operations. Car 1273 was, in fact, 'condemned' 1447 returned to service after the vehicles concerned had swapped numbers in 1967; the 'real' 1273 was never a CCA type unit. Cars 266 and 1446 were retired in 1965 and nos. 1273 and 1277 in 1974.

Conclusion

The community benefits in a number of ways from the preservation of railway items. In



Guards/goods end of the CCA car. Note the underfloor detail including the step under the guard's door. Photo by Alan Templeman.



CCA car at Carlingford in October 1965. Photo by Alan Templeman.

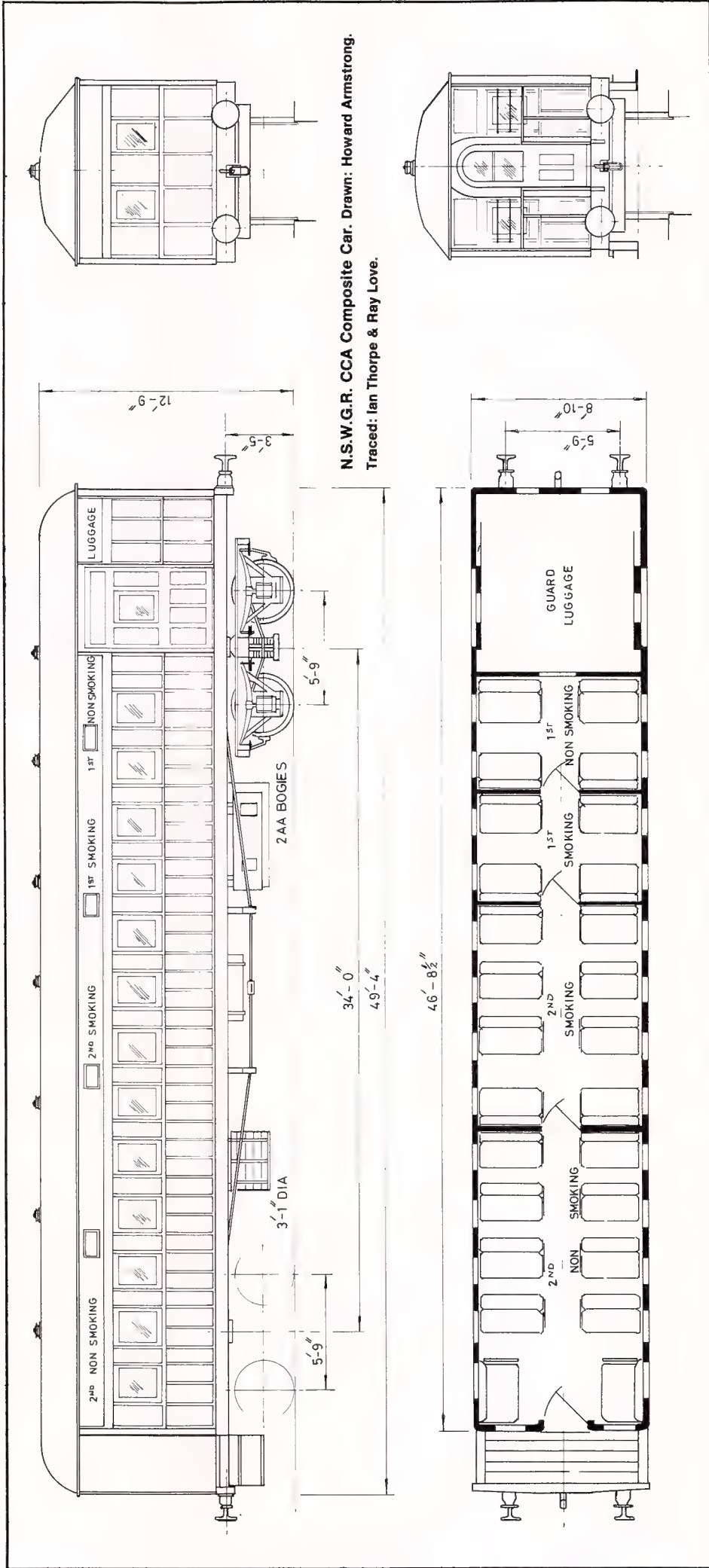
the case of the CCA, the modeller benefits from the preservation of car 1273 at Thirimer by the New South Wales Transport Museum.



3071 hauling a CCA car up Kenny Hill. Note the existence of the beading on the side of the car in comparison with other photographs. Photo by Graham Ball.

Further Suggested Reading

1. I.K. Winney and R.S. Fookes, Goodbye, Camden Tram, ARHS Bulletin, Vol.XIV (April 1963), pp.53-60.
2. R.G. Preston, Tender into Tank, ARHS, Newcastle, N.S.W., 1970.
3. Ian Thorpe, Yass Tramway - An Easily Modelled Branch, AMRM, Vol.8, No.2 (March/April 1977), pp.29-32.
4. N.J. Pollard, The Story of the Yass Town Branch Line, ARHS Bulletin, Vol.XXVI, No.457 (November 1975), pp.249-72.
5. C.C. Singleton, Camden to Campbelltown: 2. The Camden Branch Railway - New South Wales Railways (from 1901), ARHS Bulletin, Vol.II, No.163 (May 1951), pp.68-70.
6. C.C. Singleton, The Morpeth Branch (Part 1), ARHS Bulletin, Vol.IV, No.191 (September 1953), pp.104-06.
7. C.C. Singleton, The Morpeth Branch (Part 2), ARHS Bulletin, Vol.IV, No.192 (October 1953), pp.113-17.
8. Branch Line Review: 12. The Camden Tramway, The Railway News, Vol.27, No.4 (July/August 1975), pp.64-65.



MADNESS IN MINIATURE

Max Chaseling describes the construction of an 'N' scale CCA car.

Recently at a model railway exhibition my youngest son indicated he would like me to help him build a model railway. After much discussion I was advised that he would like N scale.

Advantage was taken then of a sale by one of the commercial exhibitors of N scale rolling stock.

Reasoning had it that if No.3 son went cold, 'The Club' was going to build an N scale layout and all would not be lost. In the meantime, he was handed volumes on basics and told to digest at no expense to school work.

My thoughts meanwhile turned to childhood memories of the many joyous hours spent on the Camden Tram in transit for school holidays. Daydreaming produced a picture of a point-to-point layout with Campbelltown and the Main Southern joined to Camden by a single line through Kenny Hill, a passing loop and coal stage at Narellan and the road/rail bridge over the Nepean. If this could be built around a corner on four small modules with its 1 in 20 grades, some level of realism could be obtained.

While the study process proceeded, some exploration of rolling stock potential occurred. It was discovered that Lima British carriages had bogies that could suit a CCA car, so necessary for the tram.

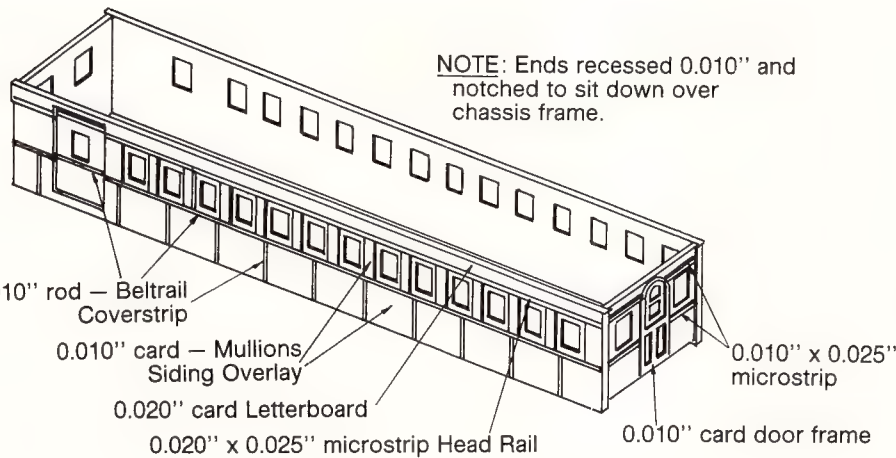
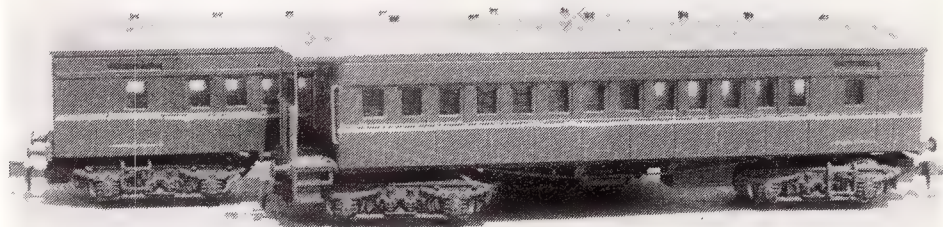
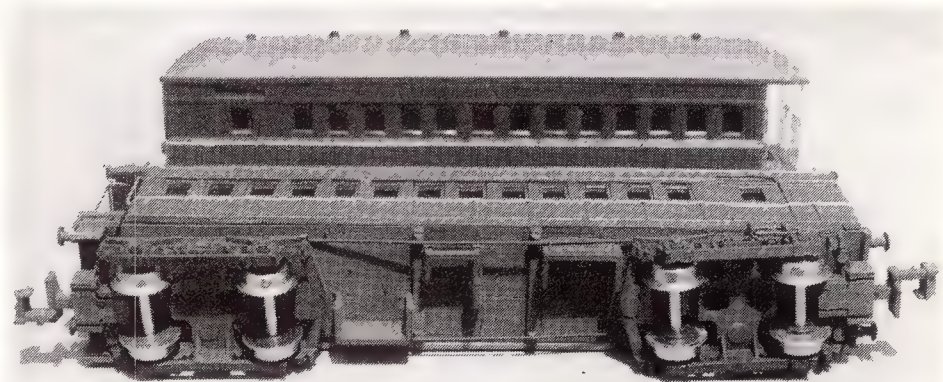
It was found that the frame (or chassis) could be shortened to 96mm over buffer beams by four cuts allowing retention of the cast-on battery boxes and removal of other unwanted under-floor junk.

The floor/frame was rejoined using Testor's Liquid Cement. Best results are obtained by several applications to the mating faces before pushing together. Before gluing, check everything is inline with a dry run. Two stiffeners, 60mm x 4mm x 1mm, were glued inside the frame flanges on the top side. While this was drying (at least 48 hours), the carriage sides and ends were marked out on 30 thou. plasticard. I make small hand chisels from power hacksaw and hand hacksaw blades.

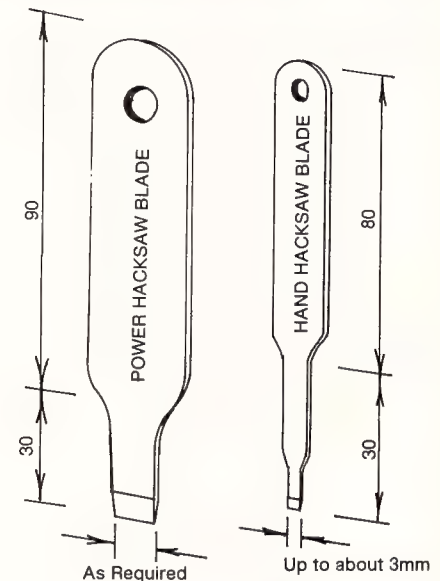
They can be ground to convenient widths to suit cleaning up window holes for this method of construction (refer to sketch).

Before joining sides and ends, these are completed by laminations as required for the profile as in the diagram. It is important that they are kept flat between sheets of glass whilst they are drying. For assembly, one end was glued to each side using a Vee block to ensure square ends. When set, these two sub assemblies are then joined. A high level of success is assured if only Testor's Liquid Glue is used for the fabrication process.

The roof was made from a hot pressing



NOTE: Ends recessed 0.010" and notched to sit down over chassis frame.



BASE MATERIALS — Sides and Ends: 0.030" plasticard.

NOTE: Use only Testors liquid glue.

Cutting Edge Angle 15 — 20

PLASTICARD CHISELS.

glued to a flat plate. A block of fine grain wood, 96mm x 18mm x 19mm was shaped on one side to the roof profile minus one half millimetre (20 thou.) material thickness.

A rectangular hole, 21mm x 98mm, was cut in a piece of plywood (minimum 100mm x 160mm x 80mm) to be the hot press frame. A piece of 0.5mm (20 thou.), plasticard about 150mm x 90mm was fixed to the frame with 12 drawing pins around the perimeter. The frame, with plasticard and the form block, was put in the oven (with the boss's approval) at 130 degrees to 150 degrees Celsius for at least five minutes. The plug is then used to push the hot sheet into the hole until about level with the back face and held steady until cool and rigid.

The form can then be trimmed with scissors and knife. Final trimming was achieved by rubbing the form on sharp abrasive paper and flat surface. The armour glass plate from a discarded TV set is a most suitable modelling flat surface.

The roof was trimmed to 95mm x 19mm and then glued to a plate of 30 thou. plasticard 95mm x 19mm and when set this was glued to

the walls.

The floor frame was then modified to accept the body. This is notched for the guard's end to sit against the buffer beam. The platform end is trimmed to fit and the exposed hollow was filled with a suitable block of 30 thou. plasticard, scribed for planking. Two outriggers, 6mm x 1.5mm x 30 thou., were glued to the frame to complete the platform width.

The universal problem building open platform cars, irrespective of scale, is fitting steps which will clear the bogie swing. It was resolved that it looks better to fit part of the steps than none at all. This was achieved using a 20 thou. backing plate and steps from 0.020" x 0.025" Slater's Microstrip. Some judicious trimming of the bogie frame improved the result.

Truss rod beams from 0.040" x 0.050" Evergreen Styrene were fitted across the frame against the battery boxes and .030" blocks were fashioned into truss rod posts. Wire rods were bent and fitted into holes drilled through the floor. Protruding ends were bent over inside.

Steps at the guard's end were considered

impossible and, rather than omit, they were fitted to the rear bogie.

Lima's plastic window moulding was cut down to a suitable length to fit inside the new body. Careful planning will eliminate the white paint for toilet window (or hide it) and the joint should be where there is a window mullion panel.

The handrail/stanchion assembly at the platform end was soldered up in a wooden jig from fine nickel silver wire and trimmed to size with fine nippers and file. Some licence was used to replace the central chain with a bar. The assembly fits into holes in the buffer beam and roof extension.

I have now been informed that No.3 son wants to run long streamlined trains with big diesel locos. Perhaps this is not a bad idea — an N scale Z20 was going to be some project.

This project would have been impossible without "Tender into Tank" by R.G. Preston, "Pansy the Camden Tram" from NSW Rail Transport Museum, some photographs of cars at Gosford and a drawing by my friend Mike Hadden published in AMRM July/August 1972.

THE HALL

by Peter Kelly

I cut the extension sections from the front and rear walls and then reglued them back, thus producing the correct effect of the added-on timbers.

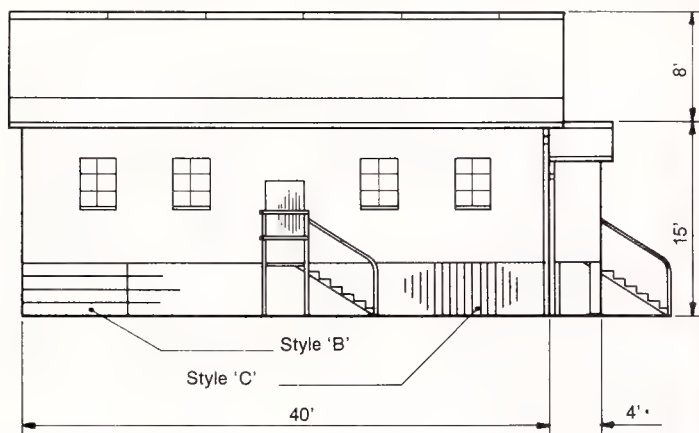
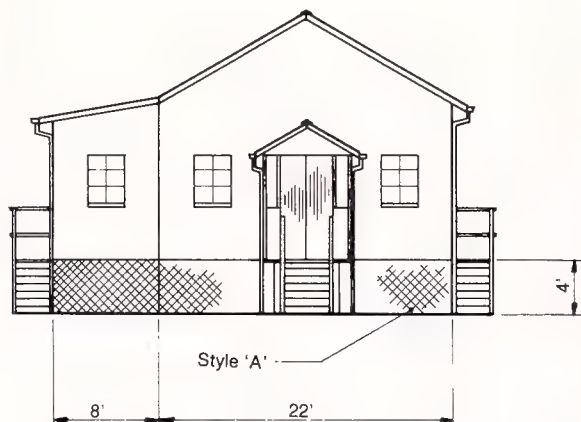
I glued balsa stumps under the floor and added the 'Faller' lattice around the whole building. In passing, it should be noted that some halls have battens or pickets with a gate at the side or rear instead of lattice.

I constructed the front and side porches from balsa posts and rails, 'Faller' steps and corrugated roofing over the weatherboard porch.

The hall was painted buff, with the old roof red and the new section silver as on the original.

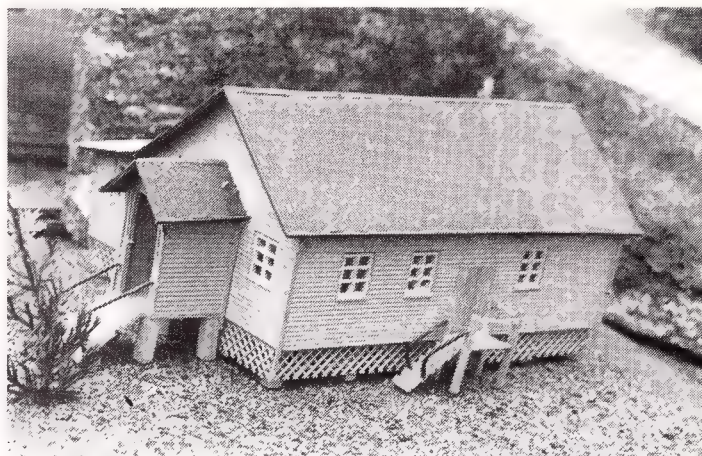
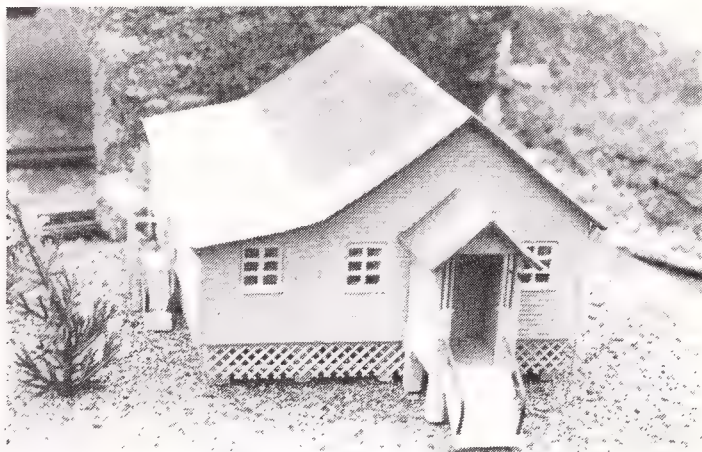
I have not given sizes anywhere except on the plan where you will see four side windows instead of three on the model. This is a dodge to preserve the overall effect while allowing the model to fit the available space.

Photos by Weber Budd



COUNTRY PROGRESS HALL
Circa 1920

HALF HO SCALE
DIMENSIONS NOMINAL ONLY
DRAWN Peter Zaglauer
30.6.83



A FOOTNOTE ON VR ADVERTISING VANS IN GENERAL

by Phil Jeffery



Station and stock agents have been heavy users of advertising on U vans throughout the scheme. Australian Estates and John McNamara vans are presented here to show how styles have changed over the years. This photo of U1047 dates from the mid 1920s and is one of a series taken by the Victorian Railways at that time. There is only one photo of this van in the series of photos so it is assumed that both sides are the same. Lettering appears to be white with black edging, the background colour being hard to pick. From the print the roof and underframe seem to be a darker colour than the van sides and ends. (VR photo ADV 4)

In the 1950s when the scheme on the VR was at its peak, there were 50 vans in advertising colours. This is out of a total of 906 long wheelbase U vans. In 10 years of reasonably steady railway photography, between 1965 and 1974 I only ever saw six advertising Us.

So far in this project we have identified more than 80 specific vehicles and if you wish to paint up every colour scheme, you need 59 U vans SO FAR! Even at the moment, the decal manufacturers have more than two dozen schemes available or planned.

I wish to collect the lettering schemes but do not have 20 – 30 U vans spare. My solution is to have a piece of perspex which will have a coat of russet red all over. Then when decal sets come out, the appropriate background colour will be painted and decals put on.

In the meantime, here are a few more photographs of VR U vans, which have come to hand.

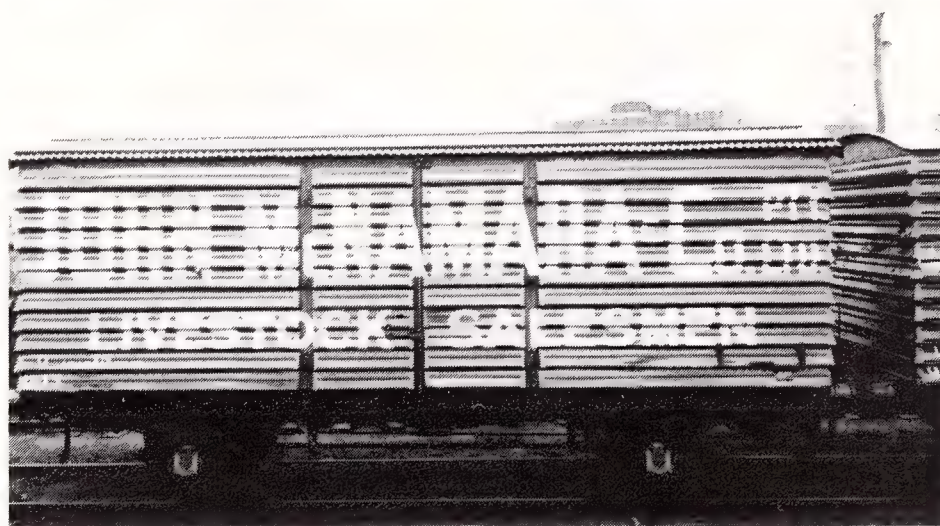
Previous Articles in this Series.

Advertising on 'U' Vans – 1
Advertising on 'U' Vans – 2
Advertising on 'U' Vans – 3

February 1982.
April 1983
February 1984.



Above: John McNamara & Co. had four U vans painted in their colours at the time of this photo, the late 1930s. The four vans were 960, 1095, 1109 and 1115. This photo has a companion in the VR files (ADV 1187) which shows the other side of all four vans lined up. The lettering is the same on that side as shown in this photo. Lettering colours are the 'standard' silver/white on dark blue background. Those modelling these vans should note U960 – it has narrow doors and a plain sheet roof. (VR photo ADV 1188)



Left: The 1950s have arrived and the four vans were still carrying the John McNamara lettering, but the style has been simplified. The colours remained the same as the earlier scheme. Vans U1109 and 960 appear in this shot. (VR photo 1332)

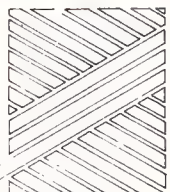
By the mid to late 1960s rationalisation of stock and station agents was occurring. John McNamara & Co. had become part of the Australian Estates group. The U vans carrying their colours reflected this change which resulted in the scheme shown in this photo. Lettering was white on a dark blue background. U1115 is still in the service of John McNamara as shown here. (VR photo ADV 1723)



Edward Trenchard & Co. were also part of the Australian Estates group in the late 1960s. U1456 had white lettering on dark blue sides when this shot was taken. The words immediately beneath the letters Co. read 'Pty Ltd' and just lap over onto the louvre above the actual letters. (Keith Nelson photo)

The sketch below is presented to show the size and appropriate spacing of the lettering on U1456. It is based on a photograph taken by Peter Felberg in 1968. He shot both sides on the same day. The other side was the same as Keith Nelson's photo. Peter's print is greatly enlarged and the van was rolling away from the photographer so some difficulty in reading all of the lettering has resulted. The style of the lettering was the same on both sides of the van. That Peter was quick enough to get both sides has helped to prevent us from assuming that both schemes were either different times or that both sides of the van were the same. The John McNamara photo of the 1960s is a contemporary of the one of Edward Trenchard, which could well mean that these vans also had the Australian Estates lettering on the other side. Does anyone know the answer to this question?

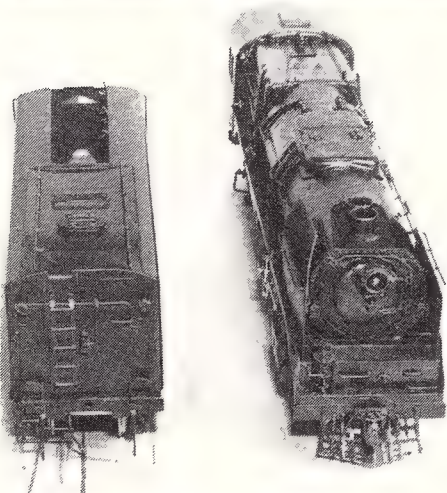
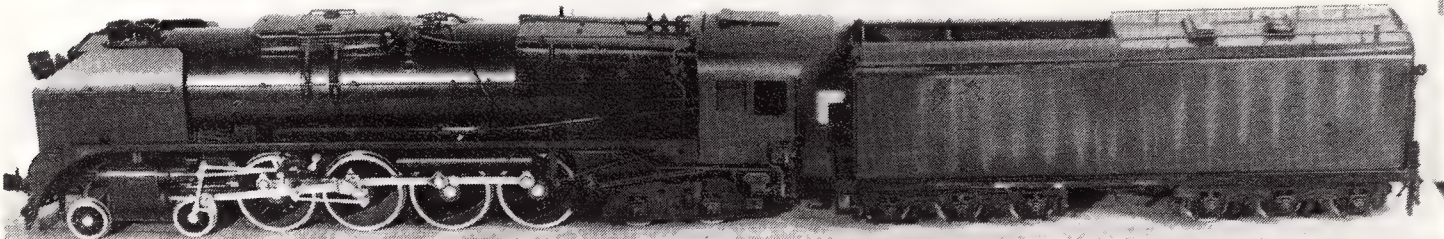
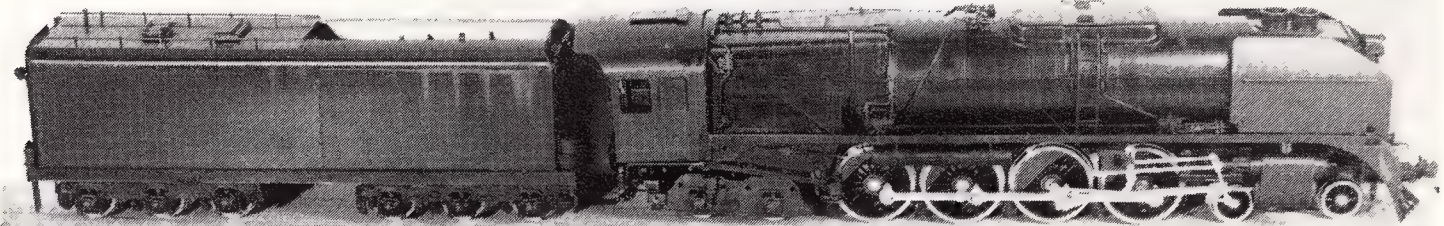


THE AUSTRALIAN ESTATES CO^{LD} (INCORPORATED IN VICTORIA) YOUR BROKERS STOCK & STATION AGENTS U1456 MERCHANDISE • PROPERTY • INSURANCE	KOALA TWIN-PACK KNOTLESS BALING TWINE  U1115
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Australian Estates stopped using U vans for their advertising in 1972 and so U1115 was available for use by someone else. In April 1974 I photographed it at Wangaratta. As usual, the sun was in the wrong spot and so the shot is not good enough to print. I have tried to indicate the style and position of the lettering to show the Koala Twin Pack scheme which appeared on this van and also U1368. The words 'Koala Twin Pack' were possibly white and the other lettering was either yellow on red or red on russet sides, I cannot really recall — do any of our country readers know of Koala and who produces this twine?

By 1970 McNamaras had been completely absorbed by the Australian Estates group and Edward Trenchards had ceased to be a trading name so McNamaras- Trenchards became the lettering on U1115 as shown in this photo taken in 1971. White on blue was still the colour scheme but unfortunately it is the same side of the same van. (B.Merchant photo)



The latest steam engine from The Australian Locomotive Co is the V.R. H class locomotive. Also known as Heavy Harry, there was only one and it is well represented by this giant of a model. The front and rear elevations are illustrated on the left while the cab and tender front details are on the right. Priced at \$475.00.

pear to assume that the reader is aware of what the numerous classes of locomotives are by their class Number.

Cavalcade of Australian Coastal Passenger Steamers by Ronald Parsons is another Railmac publication, priced at \$1.95. Although only of sixteen pages the book covers a number of the coastal steamers with illustrations and text, the author being well known in the subject of Australian shipping.

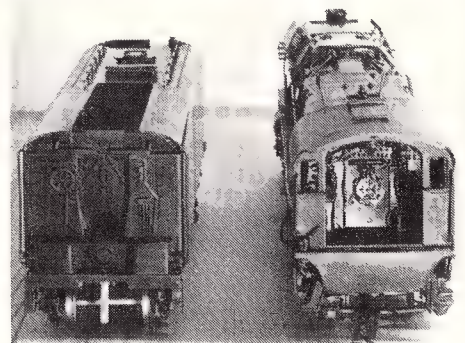
Ships of Yorke Peninsula is another Railmac publication by Ronald Parsons and is priced at \$2.95. This 24 page booklet covers the development of shipping, both passenger and cargo down the bottom end of Australia, round the Yorke Peninsula ports in both Spencer and St. Vincent Gulfs. Illustrations include sail and steam. An interesting publication.

Harry Wright's Railway Album is a Railmac publication priced at \$2.95. Harry Wright served on the NSW for many years, starting as a cleaner and progressing through the ranks until he became Chief Inspector. By carrying a camera Harry was able to collect an enormous number of photographs, not only in NSW. It is an interesting pictorial booklet.

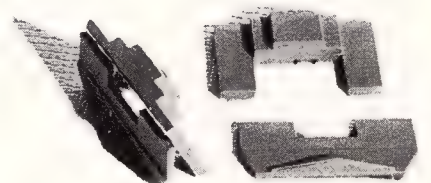
Australian Half-Cab Buses by Bruce Tilley is a Railmac publication priced at \$1.95. This 52 page booklet covers the half-cab buses in service in Australia. It is a pictorial booklet, with, generally, two photographs a page. Each photo is accompanied by a well detailed caption, which informs the reader of many details on the subject. Very interesting, and informative.

Another Railmac publication Preserved V.R. Steam by Steve McNicol is a 32 page booklet which delves into the many preserved steam locomotives in Victoria. Modellers, with a keen interest in VR steam will find this book a help in locating the many existing locomotives, one of which just may supply the specific detail for that special model. The highly detailed text is illustrated with many black and white photographs. A very useful booklet.

For some years now DATA SHEETS have supplied the NSW modeller with a range of excellent HO scale plans. Some of the plans, produced earlier have been updated and the range is constantly being increased. The plans under discussion here include the 79 class and Z12 class along with the 373 class and Z17 class. The Z12 and 79 class were originally produced on the same sheet. All plans are presented in a standard format, with side elevation, section and far side detail, half plan and section as well as front and rear elevation of the locomotive and tender. Each plan is illustrated with



two photographs and some brief, but very important prototype details.



Main West Models have released a pilot set for the Lima 422. Supplied as epoxy castings, each pilot is in the form of two parts. One is glued inside the existing pilot and has a pad for the attachment of the Kadee coupler, while the pilot itself fits in between the plastic mouldings and is glued to the inside section. Priced at \$3.00, the pack includes sufficient parts to complete one model. Instructions are not included.



Tyren Distributors have released another VR bogie set, manufactured in New Zealand by The Model Company. Priced at \$16.50, this covers two trucks, attachment screws, spring and insulation bush. The trucks are a fabrication of brass castings and metal pressings. Assembly is via two screws. North Yard 10.5mm disc wheels are fitted while the bogies are finished in a black etch. These bogies are found under modern vehicles such as the ZF brake van, VF, BLF and BMF vans and feature the external horizontal shock absorber.

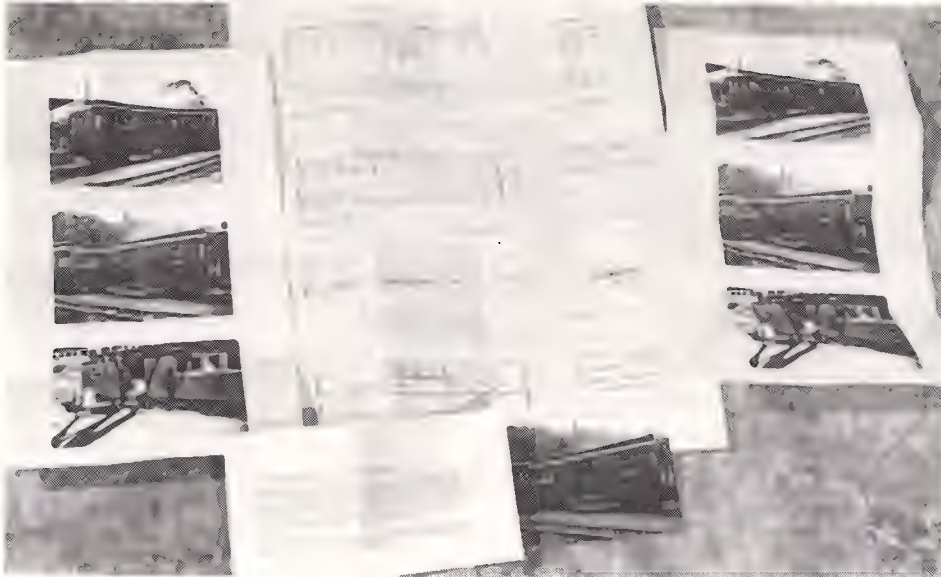


Many modellers desire to motorise many of the scenic items on their layout and Dawn Trading provide for this need by supplying the French made Reducer range of motorising kits. Available from most hobby shops, these kits comprise a motor, drive shaft, gears and in some instances a pulley. The motors can work on voltages from 1.5v to 4.5v so standard torch batteries, or the power leg on a transformer will suffice for power. The larger kit provides assembly instructions in English, while both packs illustrated list the gear ratio possible. The range also includes propellers, whip aerial, mast and soldering iron.

PUBLICATIONS

The Culcain to Corowa Railway by Bob Scrymgeour is a 52 page Railmac publication that covers the history and use of the branchline that runs from Culcain, near Holbrook, down to Corowa on the border. The book has an pleasant style and for the modeller presents many useful photographs of lineside structures and scenery. Very useful to the branchline modeller. Priced at \$4.95.

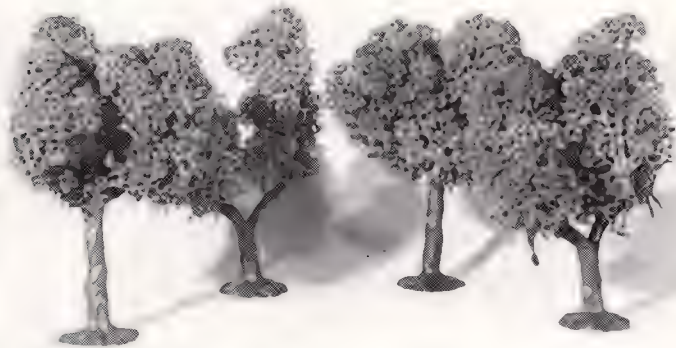
British Industrial Steam (The Twilight Years) by Mike Ware, a Railmac publication priced at \$4.95. This 52 page booklet, complete with a colour cover, is a pictorial book of industrial steam. The coverage is very wide. The only criticism that could be voiced at the book is that the captions are too brief, in that they ap-



VR 2'6" gauge rolling stock plans by Puffing Billy Models, 11 Dunoon Street, Mooroolbark, 3138 come packaged in a poly bag. The full pack includes plan sheets, sheets of printed (photocopied) photographs, some basic prototype details and a colour print. The plans are 1/4" scale, aspects illustrated including side and end elevation, interior plan view, and underframe side, end and plan view. Basic dimensions are included. The printed (photocopied) photographs are dark and would not be very helpful in displaying fine detail while the colour print is the opposite — excellent. The sample previewed is the NBC Combined 2nd Class brake van and retails for \$2.50. Other plans available include the NQ bogie open wagon and the NU louver van.



Junk — to be precise HO scale, V.R. 2'6" narrow gauge junk, retailed by Puffing Billy Models for \$7.50 a pack. The individual components are white metal castings and include an underframe, funnel, dome, sand dome, wheel rims, wheels, couplers and bogie side frames. The components are casting rejects but, painted and weathered, would be excellent detail spread around the loco depot.

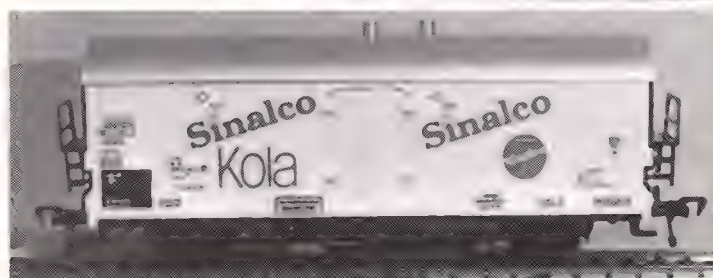


Shade trees from Hornby — R553

The four trees in this pack are fabricated from plastic and foam, there being two styles in the pack. Overall height is 90/100mm diameter is 58mm while the trunk diameter is 7mm.

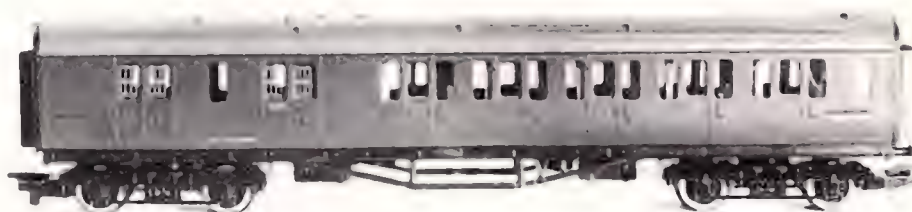


Iron Horse Hobbies, 3/33 York Rd., Penrith 2750, have released a number of trees, marketed under the Realistic Trees brand from the New Zealand based Model Scale Products. The tree trunks are plastic/rubber coated wire while the foliage is either steel wool with a flock cover or dyed teased horse hair covered with a flock. They look realistic enough, particularly the steel wool based units. The steel wool has rusted a little, and this brownness showing through the leaves appears to represent the dead undergrowth, particularly on Poplars. This reviewer is not qualified to name the style of trees represented and the manufacturer has also wisely avoided the issue. The tall 'poplar' type trees are Cat No.9015 while the others are Cat No.9022. Both styles stand 170mm tall, and are packaged two to a decorative card pack. They retail for \$5.67 a pack.



Herkat models are new in Australia, being distributed by Hobby Yard of Melton, and the above model is an example of a very fine range. Manufactured in West Germany the prototype is German and with most things German the model illustrates very fine craftsmanship. Crisply detailed mouldings, superb silk screening, horn hook couplings, NEM flanges and weighted. The above HO scale model 1304 is a refrigerated van with opening doors. Inside is a collection of electronic gadgetry which when put on the track emits a delightful steam sound. Naturally it should be coupled close to the steam engine. Price \$79.00

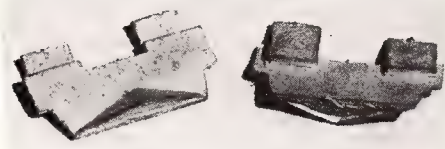
R427 & R438 British Rail Southern Region coaches are back in the Hornby range to accompany the new B.R. Battle of Britain locomotive. The bodies are painted all-over green and have deep grey pug ends. Where required, bars have been sprayed on the rear of the window glass. As usual with Hornby, each coach has its own interior, white rimmed wheels and the standard couplers.



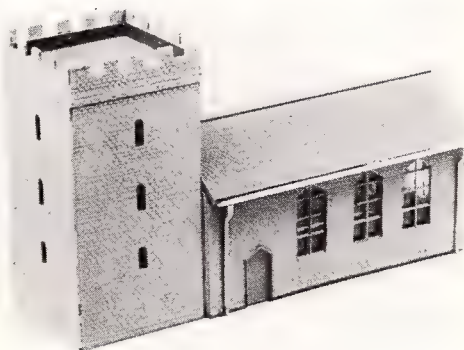
R438 B.R. Southern region Brake Coach.



Main West Models have released a kit to modify the Punchbowl Hobbies 40 class (Kato RSD 4/5) to a NSW 40 class. The kit retails for \$19.50 and comprises epoxy castings, brass buffer heads, wire, decals and an illustrated, detailed instruction leaflet. Castings include a cab, complete with front and rear plates, Buffer beams and pilot for ends, plugs for footplate ends, fuel tanks and MU (multiple unit) stand. A Detail Associates 5 chime horn set makes up the pack which provides the means by which the Punchbowl 40 can be readily modified.



Casula hobbies have released a detailing pack for the Lima 422 in the form of pilots. Supplied as metal castings, for \$3.00 a set, they are designed to be slipped in between the plastic pilot moulding on the 422, there being two lug extensions to provide for attachment. A hole has been left to provide for the Kadec coupler. No instructions accompany the parts.

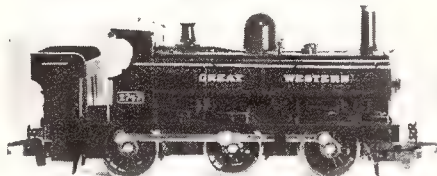


Model Trading Co. (Australia) Pty Ltd, P.O. Box 100 Nth. Brighton. 3186 are importing the Kestral Designs range of N scale structure kits. The above photograph illustrates the built-up church kit which is made from grey polystyrene mouldings. All parts are enclosed within a poly bag, but assembly instructions are not included. The church kit sells for \$3.99 while the flat roof canopy (station building) kit retails for \$2.55.



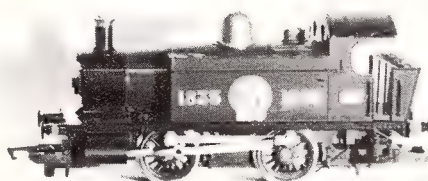
R206 Chance and Hunt Wagon in OO scale by Hornby is a 7 plank open wagon adorned with the 'Chance & Hunt Limited' lettering. This company used these wagons in the earlier part of this century and the deep red livery with gold (shadowed with black) lettering is authentic. The model has the Hornby two part chassis and the usual uncoupler.

R203 Trimite Tanker has been produced by Hornby as a tribute to the company who has been supplying paint to them for some years. Trimite's striking logo, which is red lined with light orange, has been used on a black tank. The chassis is also black but the tank holding frame is grey. White rimmed spoked wheels feature along with the standard couplers.



R158 G.W.R. 0-6-0 Pannier Tank in OO scale is a recent release by Hornby in the familiar B.R. black livery. The gold and red Great Western lettering and numbers have been applied along with brass whistles and bronze rimmed funnel. The handrails around the tank are secured with plastic holders, while the moulded grabirons around the cab have been relieved in silver. The model has full cab interior, standard couplers and red buffer beams. The 19mm drivers, centre one flangless, are coupled by an etched single drive rod. Pickup is via the leading and trailing wheels.

Hornby Hobbies have recently released R074 Battle of Britain 41 Squadron locomotive in response to modelers requests. It is powered by their X04 open frame motor and has the 41 Squadron badge located on both sides of the model. The famous British Rail orange lining is featured and the super detailing pack is also included. Whether this model ever reaches Australia is debatable, for all stock had been sold in Britain, hence we are unable to supply a photograph.



R173 GWR 150 0-4-0 locomotive in OO scale by Hornby has been produced in limited numbers (6000) to celebrate the 150th anniversary of the Great Western Railway. The model is painted all over deep green, the smoke box and footplate/chassis black while the rim of the funnel, dome and safety valves are bronze. The GWR 150 crest is emblazoned on both sides along with the dates 1935 to 1985. Authenticity of the model is questionable but it is extremely attractive and along with its official certificate, will no doubt be a collectors item but would not look out of place as a preserved locomotive on the layout.



Red Heart Souvenirs have released three more pieces of railwayana in the form of drinking containers. The first is the Colonial Mug, the one with the handle which has a gold plated rim and a transfer depicting The Alice on the side. It feels good in the hand and is of good weight, to a point where it would be a good argument stopper, as long as it was empty. It retails for \$3.45. The second is a stoneware coffee mug, which is again adorned with The Alice transfer and retails for \$4.00. They look good and would be useful in getting rid of all those visitors who came over to help build the layout and stayed to drink the beer. The last is a Rotterdam Beer Glass, which has the gold plated rim and The Alice transfer. This glass would only be good for two things — filling with beer and then emptying it. Not recommended to have too many on hand, for then there would be too many to share the beer with. Retails for \$4.25.



R174 0-4-0 Huntley & Palmer's locomotive in OO scale by Hornby is priced and aimed at the younger market and is a variation on the Caledonian 0-4-0 Pug decorated in the Huntley & Palmers livery, which is red/brown with gold lettering with black footplate and chassis. The model is loosely based on the fireless steam engine used at Huntley & Palmers's Reading factory. As with all Hornby locomotives the model is accompanied with a detailed maintenance chart and a Zero 1 module fitting sheet. The packaging around this model indicated that the model is not suited for Zero 1.

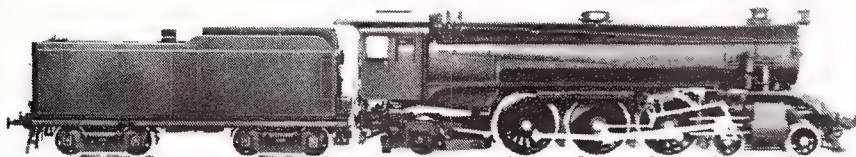
PUBLICATIONS

Data Sheets have released two more sheets, this time the subject being the N.S.W.G.R. class 205, or better known as the Z25 class. One plan shows the 2-6-0 tender locomotive as built and the other as modified between 1901 and 1916 and classified in 1924 as the (Z)25 class. The sheet on 205 shows the side elevations of the open cab and the part enclosed cab. Both styles are represented in the photographs on the sheet. The sheet on the (Z)25 style includes side elevations on both the cut away cab and the square window/timber cab styling, both having Belpair firebox boilers. Again both styles are represented by the photographs on the sheet. The standard format of Data Sheets is followed with the relevant side elevations, part plan/section along with front and rear elevations of the locomotive and tender. The sheets are priced at \$3.00 at the usual outlets.

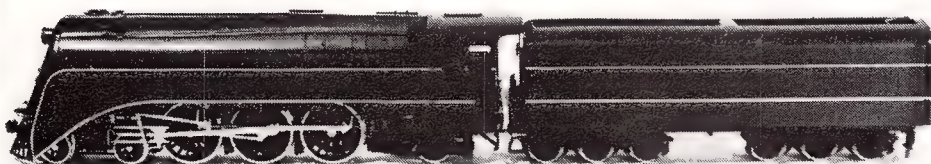
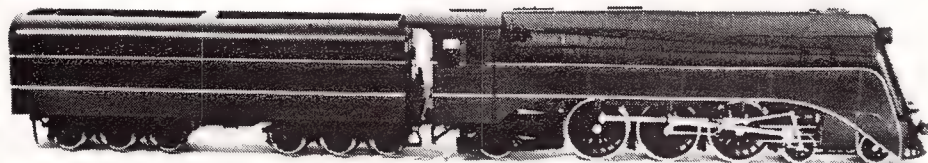
TRAINS by Leon Oberg is an Ashton Scholastic production and is one of the interesting publications that are sold to school children through a mail order system. Obviously the objective is for the children to learn by reading and this booklet also gives a fine lesson in Australian Railways. For the modeller there is a fine selection of black and white and colour photographs that are of interest. The booklet sells for \$3.50.

Lodestar Press of New Zealand have released 'Railview's New South Wales Steam Album' — a pictorial of steam action in post war N.S.W. The 34 210mm x 135mm pages are literally packed with photographs, some four to a page of steam action. Despite some of these illustration being small there is a wealth of modelling detail on view and the colour shots alone illustrate a number of weathering styles for the same class of engines. The cover shot alone would be fine scene to model. Priced at \$2.95, the booklet is available from the usual outlets.

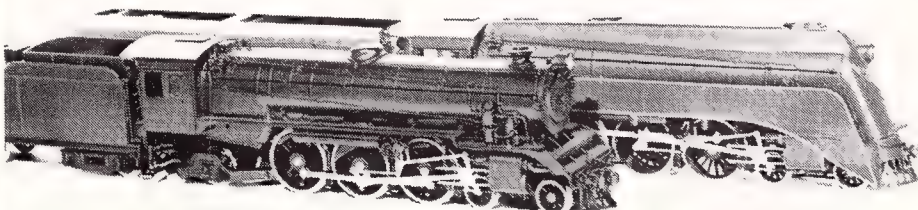
Released in Australia by Princeton Books is Lewis Reade's book on 'The Branch Lines of Cornwall'. Priced at \$7.95 this book lists and describes in some detail the numerous branch lines in the southern English county, in most instances illustrating part of the branch with highly detailed photographs. While the book would be useful to the British modeller seeking a layout design, it also is of general interest, and quite informative. The two colour photographs give a guide as



VR S class by Broad Gauge Models — built by Samhongsu.

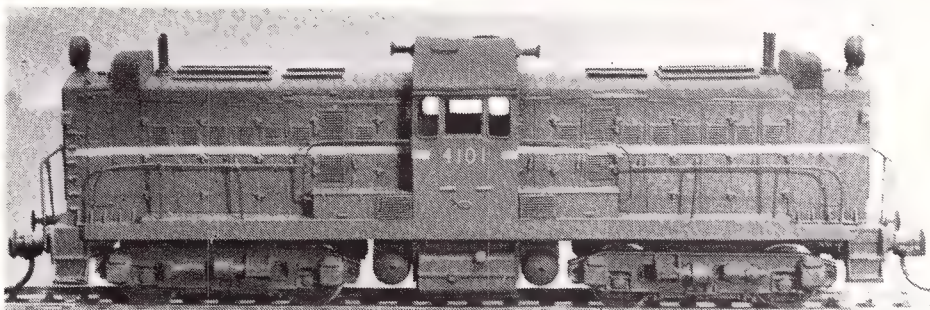


Streamlined VR S class by Broad Gauge Models — built by Samhongsu.



VR Ss together for a comparison.

The latest HO scale steam engine from the Broad Gauge Models stables is the V.R. S class, in two styles, built by Samhongsu of Korea. Both styles were painted, the streamlined in blue and the other in black. The streamlined was accompanied by a sheet of decals supplying the relevant names for the class — Matthew Flinders, Sir Thomas Mitchell, Edward Henty, C J Latrobe — all in gold. Both models priced at \$520.00.



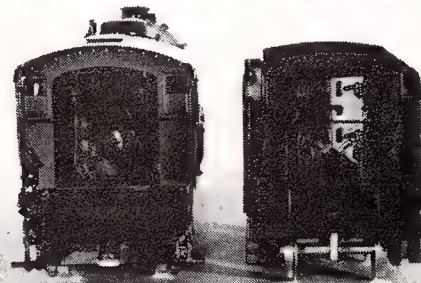
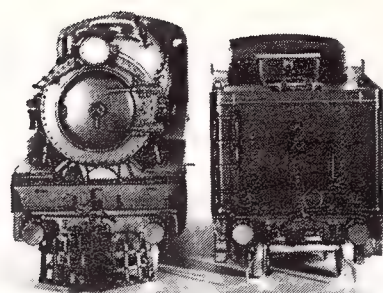
A recent release from Main West Models is the NSW 41 class diesel kit, in HO scale. The patterns for this epoxy model were built by Stephen Johnson Models.

to the colour scheme of the signal boxes in what is generally known as Great Western country — but this book shows that there were other original systems within the GWR.

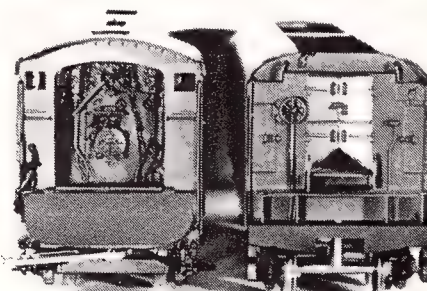
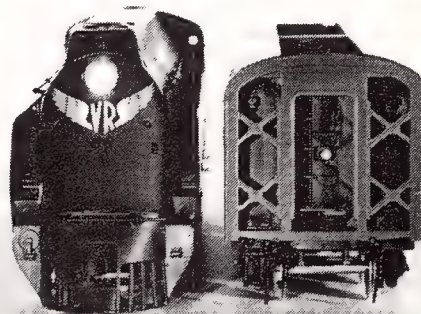
A recent release from Railmark Publications is the 52 page booklet 'Kuala Lumpur & Singapore — a railway pictorial' by Steve McNicol. In reality this book is a coverage of a holiday taken by the author and his family, but it is quite interesting to read and very informative, the captions accompanying each photograph being copious. This style of book provides the general information whereby railway enthusiasts can gauge their own favourite system against something from overseas. priced at \$5.95 it is available from the usual hobby shop and enthusiast outlets.

A Pictorial Review of Murray River Paddle Ships by Jack Wood and Ronald Parsons is a small booklet which covers the steamers seen on the Murray in recent times. While not a railway subject, the paddle steamer and railways did have a few exchange points and anyone wishing to add a paddle steamer to his layout would be able to get some guidance from this book, which is priced at \$2.95.

Princeton Books have released in Australia another book in The Colour of Steam series, this one being R.C.Riley's 'The Somerset & Dorset Line'. Packed full of colour photographs this book proves the illustrations of real atmosphere for the British modeller, and a booklet that makes interesting reading for the railway enthusiast. It is available from the usual outlets and



VR S class — standard version.



VR S class — streamlined version.

priced at \$7.95.

MTT Perth is another booklet in the Bus Fleets series by Railmac Publications. Compiled by Bruce Tilley, the 24 pages contain photographs and details of the Government run Metropolitan Passenger Transport Trust bus fleet used in Perth. For those who have never ventured west, these vehicles have a style of their own when compared with the other systems in Australia. The 28 page booklet is priced at \$2.95.

Preserved N.S.W.G.R. Steam is a 28 page booklet by Steve McNicol and published by Railmac Publications. Priced at \$2.95 the book covers in some detail the many water boilers that have been preserved in the premier state. Most of the illustrations are black and white and some may be of use for modellers seeking detail, but not all steamers listed are illustrated. Some of the information supplied may need verifying before being used, if one requires accurate information.

Kings of the Iron Horse by David Burke is a new publication from Methuen. Priced at \$19.95 this book covers the lives and careers of A.E.Smith and F.J.Shea, both gents working with the Victorian Railways and adding their own individual style to the system. Modellers will find that this style of publication presents a different face of the V.R. than that which is generally shown. Getting deeper into a railway system is possible by reading of the real history within the system.



C30T on a local pickup freight leaves the up refuge passing C36 + D59 with a Goulburn goods in tow.



C36 + D59 pass under the well known planked road bridge at the northern end of the Mittagong yard. Like chasing the prototype, I nearly ran out of film when the locos suddenly came. This is one shot that Leon Oberg didn't get.

Bowral – 1985

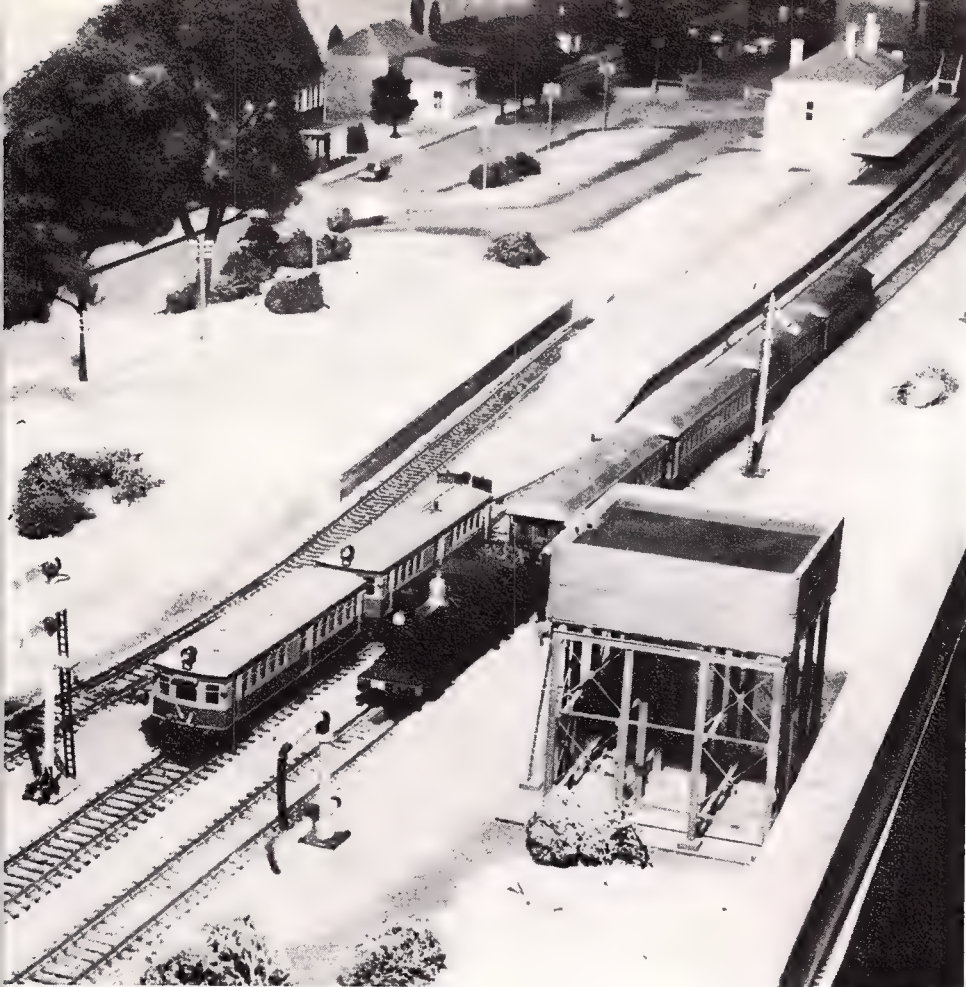
This was the third successive year that I enjoyed a visit to the Bowral Model Railway Exhibition presented by the Berrima District Model Railway Club. This exhibition is usually held in conjunction with the 'Tulip Festival' at the Bowral Public School hall during the three days of the October long weekend. For the princely sum of one dollar entrance fee for an adult, the public were treated to a generous and well prepared display of scale replica modelling, principally that of New South Wales HO scale with an occasional showing of some British and European models, which I did my best to tactfully ignore being a blatantly biased biggot. The full display included some five or six individual layouts and a collection of general railway memorabilia made available from Arthur Robinson of Junee.

The Berrima Boys featured their new club portable layout for the first time at the exhibition, which very pleasingly is based upon Mittagong Rail, which forms part of the historic village environs of Mittagong, gateway to the Southern Highlands of New South Wales.

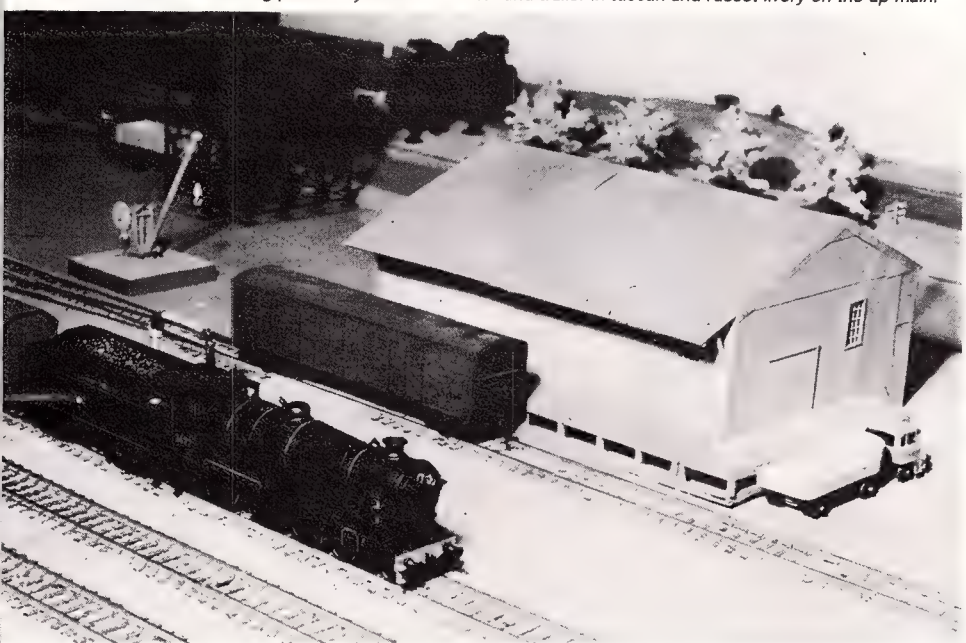
This layout has been twelve months in the making and still requires finishing touches and refinements which are currently in hand by club members.

Mittagong Railway Station was opened around 1867 and besides having an up and down main, the perway fit-out also includes a compact yard, goods shed and crane as well as up and down refuge roads at either end of the double platforms. These were the facilities which existed in any event towards the end of the steam era, including elevated water tanks and loco watering columns.

'Mittagong Rail' in model has been well captured in detail by the Berrima lads and perhaps when finished will rival the reputation held by 'Menangle' as a popular exhibition layout. The most notably reasonably accu-



Z17 class painted and lined by Graham Cheal heading a train of end platform cars, glides towards the down end water column, whilst being passed by a CPH railmotor and trailer in tuscan and russet livery on the up main.



Garry Goode's C36 heads an EHO van and NCR set past the Mittagong goods shed on route to Sydney. The covered van coded LLV parked out front of the shed platform awaits attachment to a pick-up goods.

rate environ viewed on the layout was the Mittagong R.S.L. Club premises, which raised a chuckle or two plus a bit of a thirst in my particular case.

Once again, this exhibition was very entertaining and a credit to the Berrima District Railway Club and well worth the drive down from Sydney to see it. The BDMRC meets every Friday at 7.45pm within the Club's rooms located on the upper floor of Moss Vale Railway Station. Membership is \$5.00 per annum. New members and visitors are welcome. Inquiries to Club Secretary, Mr. B. Akrigg, Caber St., Moss Vale. 2577. Phone (048) 91 2030.

Bob Cooke.

Photographs by the author.

BINDIUP

Continued from page 18.

mal, especially as we do not have wombats in WA (except out on the Nullabor plain).

From the above plans for the future of Bindiup, one could surmise that I am basically satisfied with the state of completeness of the layout, and any additions will take place at a slow and steady rate.

It is indeed very satisfying to possess such a layout, where at any time, at the flick of a number of switches, I can see a WAGR train passing through a typical WAGR station situated in recognisable West Australian countryside.

model manufacture full time. Bob relates that there is just not enough sales to continue full time manufacture. Thankfully Bob will continue to produce some kits, his present range being the re-run of the Workshop Five Lima C38 detailing kits. Hopefully we will still get to see the NCR set, if only in limited number.

Exhibitions

There has, over the past few issues of AMRM, been some considerable discussion on Exhibitions. While all letters/articles have been very interesting, it is obvious that some correspondents have never participated in an exhibition except as a spectator. In almost every instance a simple suggestion/idea from an onlooker would be far harder to implement than expected.

This is not to say that suggestions re exhibitions should only come from exhibitors, but generally discussion points raised by experienced exhibitors have more credence than the offer of 'of-the-cuff remarks' from the onlooker.

For those who have never participated in an exhibition, there is an excellent article in the July 1985 issue of Railway Modeller, which covers the exhibition held over a weekend in September 1983. By the many problems encountered, the exhibition could have been in Sydney, Melbourne or Brisbane. The article is worth reading.

Exhibition Critics

As mentioned in the previous paragraphs, the subject of exhibits has been deeply discussed recently, possibly suggesting that all is not right on the exhibition scene in Australia. Australia is not isolated with the problems of exhibitors as clearly shown in the opening remarks of the July/August 1985 issue of Continental Modeller. A few excerpts will clearly point out that some problems are universal.

"Most people engaged in the craft of model railways, and in the Trade associated with it, enjoy going to model railway exhibitions. It gives them a chance to meet old friends again, to chat to traders and fellow hobbyists, and to see the most recent model railways. But we should not lose sight of the true aim of an exhibition which must surely be to bring our craft to the notice of a wider public. In other words, those who exhibit their layouts at public shows should, in our view, be aware that they are fulfilling a publicity role.

We spent a lot of time at several exhibitions recently and were quite disappointed by some of the layouts on view. One large modern-image layout sported a considerable number of operators all wearing headphones and carrying clip-boards. There was a lot of talk, a lot of video broadcasting of working timetables — but very little action on the railway itself.

Another layout consisted of a tall scenic background behind which was concealed a massive storage yard containing some very interesting trains. We waited quite a time but none of these trains ever appeared despite a large number of operators all wearing American engineers' headgear. Eventually a train did materialise: hauled by a heavily weathered diesel, it crawled past at a snail's pace. Perhaps that was realistic — but we believe the prototype is much swifter and thought that the model was not very appealing.

We have noticed at exhibitions in the past that crowds gather around two sorts of displays: the action-packed and the beautiful. We would go so far as to say that if a layout cannot offer a reasonably intensive train service to keep the average person entertained, or if it is not a first-class example of the modeller's art that can be studied for hours, then it should not be put on exhibition to the paying public.

Naturally we all strive for realistic slow running on our own layouts, and perhaps our own efforts at scenic modelling leave a lot to be desired. But we confine our efforts to the spare room or to the club room where it will be viewed only by the committed enthusiast. Those modellers who elect to exhibit should ensure that the public gets value for its money, with plenty of action or perfection in scenery. After all, a family man can spend the price of a small locomotive taking his family to one of the bigger shows! In our opinion he is at least entitled to feel that his money has been well spent . . ."

There are some very interesting points raised in these remarks, most of which can be applied to EVERY exhibitor here in Australia — and quite obviously England. We are not alone.

Mail

This issue we were going to detail a small thankyou to some Australia Post staff, but while we have no

Continued on page 50.

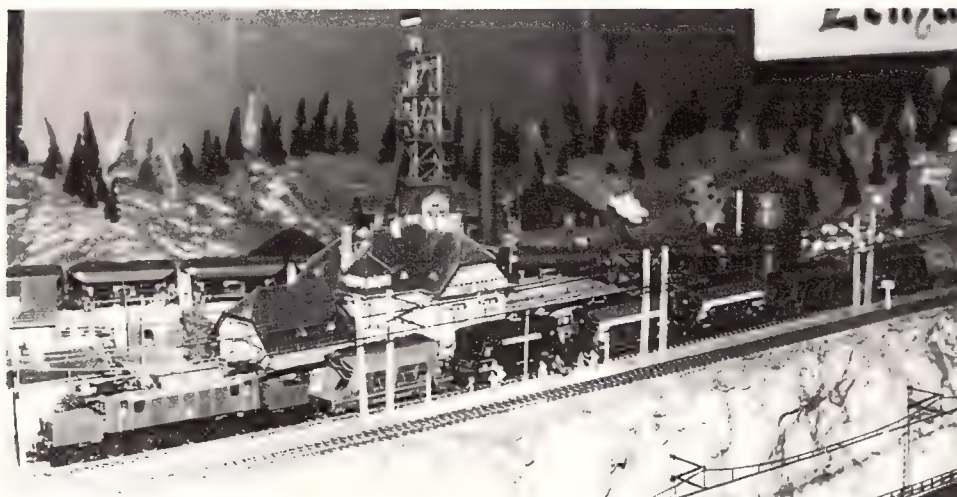
A MODELLER'S MODEL EXHIBITION

OR
A TRIP TO BROADMEADOW

The township of Deenargee, on the HO_{N3} layout of Laurie McLean. A lot of the buildings are proprietary kits, heavily modified and weathered. Colorado Rocky Mountains railroading at its best.



The boys from the Dubbo MRC not only created the Australian image with their layout, but also with their stockman's hats. An imaginative touch. No, their horses were not tethered outside.



Another Dubbo-based layout, this time it's Lenzkirch, a European prototype HO layout which featured, amongst other things, a smooth running overhead system.

by Ted Charlton

Every now and then something pleasant happens. Saturday, 7 September was one of those days. A group of seven of us had arranged to visit the Newcastle Exhibition at Broadmeadow and some of the group had the foresight to arrange for us to go by rail. 6.45 a.m. saw us at Central Station where we indulged in a first camera stop and 7.08 a.m. we departed on the XPT. The two hour journey was covered in a high degree of first-class comfort and cost us \$13.97. Once again we had a good opportunity to examine a railway of 1:1 scale and to see what we were missing out on in our own layouts.

9.10 a.m. saw us walking the two blocks from the station, past the yards, to the Exhibition. The entrance fee of \$2.50 gave me the chance to win a trip for two on the XPT and vote for my favourite layout and, most important of all, a guide to and catalogue of the exhibition.

It is at this point I would like to make my first comment about the Exhibition. The catalogue was a well-presented document welcoming me to the exhibition, advising me who organised the effort and then went on to introduce me to the exhibitors.

I found I was offered 14 layouts, two clinics, four hobbyshops, a photographic and modelling competition, a stand from The Rail Mates Society and, finally, a canteen to satisfy my inner needs.

The exhibition was well run and there was sufficient light and space for me to observe and bash the gums with the exhibitors as I wandered around.

Following the plan, I examined the exhibitions.

Stand 1 — The Rio Grande Railroad in HO_{N3}. It's always a pleasure to see a model of this type. Narrow gauge lends itself in scale, as in real life, to tight fussy areas and this model was very well presented. A realistic view was obtained by looking down the main street as a loco passed over the crossing.

Stand 2 — was a freelance 'European concept' and was built obviously for enjoyment and it was good to hear the comments — "Where's the cemetery?"

Stand 3 — Well, this was one of the stands that brought me back time and time again to notice something new. The scene was NSW, the area the Hunter and the railway at Weston. I believe this layout will be talked about for years to come. What amazed me was that it was built by only two people and one lives in Sydney, the other in Newcastle. The next time it will be shown it will stand as an island display and I believe this layout will also be copied as people realise the benefits of this type of layout.

Stand 4 — An American layout in the Rockies with all the power of high peaks and valleys very well presented and I understand the section displayed was, in fact, only a section of a much-changed layout. One problem I encountered was that the operators had headphones on, had their backs to the crowd and were talking to each other so I couldn't ask any questions.

Stand 6 — Hank Pelzer's American layout and this one was large. Certainly large enough to allow big trains in the true American tradition. When I see Big Boys and UP Turbines they still make me wonder whether I should not go USA next time.

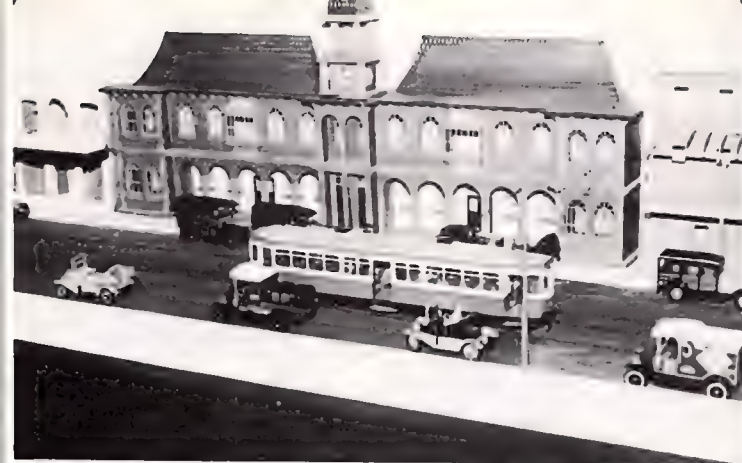
Stand 7 — This was in fact a revisit to this layout but Gerry has been, and still is, making major changes to the layout. A small, well-contained narrow gauge depicting the Maine area, highly detailed and a pleasure to look at. Gerry himself was always there to talk and advise. This is an important part of the hobby — advice to the beginner. There cannot be anything more frustrating than a child that has a train and nowhere to run it.

Stand 8 — The Newcastle Tramway Museum has presented an O gauge display that would be typical of NSW Tramway running. It was only after close checking you realise the amount of work that has gone into this exhibit.

Stand 9 — Dubbo presented by its group of enthusiasts is always a pleasing layout. And the variety of rollingstock is proof of the variety of interests of the members. It's good to see that people can not only have a club layout but spend time, effort and money to produce a mobile layout for the pleasure of others.

Stand 10 — Malley Creek. The same name but a new layout showing a typical NSW coal running system. There was always something new, something running and, privately, could the person who modified the XPT power unit please write about it in the magazine.

Stand 13 — Lenzkirch. A very good model on the European basis with plenty of scenery and buildings to occupy the visitor. After looking at a European scene



Top Left: An R class tram on the O scale layout of the Newcastle Tramway Museum.

Top Right: A corner scene on Gerry Hopkins' Franklin County Railroad — the excellent HO $\frac{1}{2}$ "layout that grows"

Above Left: Double 44s on a local coal train pass through Waratah Station on the Newcastle N gauge MRC layout.

Above Right: Candy coloured 4424 on a coal train approaches Waratah Station, on the N scale layout of the Newcastle N gauge MRC.

Right: Big motive power on the Union Pacific HO gauge layout of Hank Pelzer. Big Boys, Challengers and Centennials also featured on this layout.

Below Right: One of the scenic dioramas constructed by Warren McLean.

Photographs by Allan Brown.



the Australian scene seems very bare and this was a problem I faced after spending some time fascinated by everything going on, to then move on to the next stand.

Stand 14 — A'Becketts Creek. A model of NSWGR in the era of early change to diesel — well presented and the buildings extremely good. I know it's rather bad to criticise but the buildings were spoilt, by my reckoning. As they sat on the layout you could see what appears to be a join — even loose grass or dirt could have covered that.

Stand 16 — Newcastle N gauge, a well constructed set-up and it's good to see the effort put into producing N gauge NSW prototypes. The benefit of N gauge can be seen in this layout with the running of long trains.

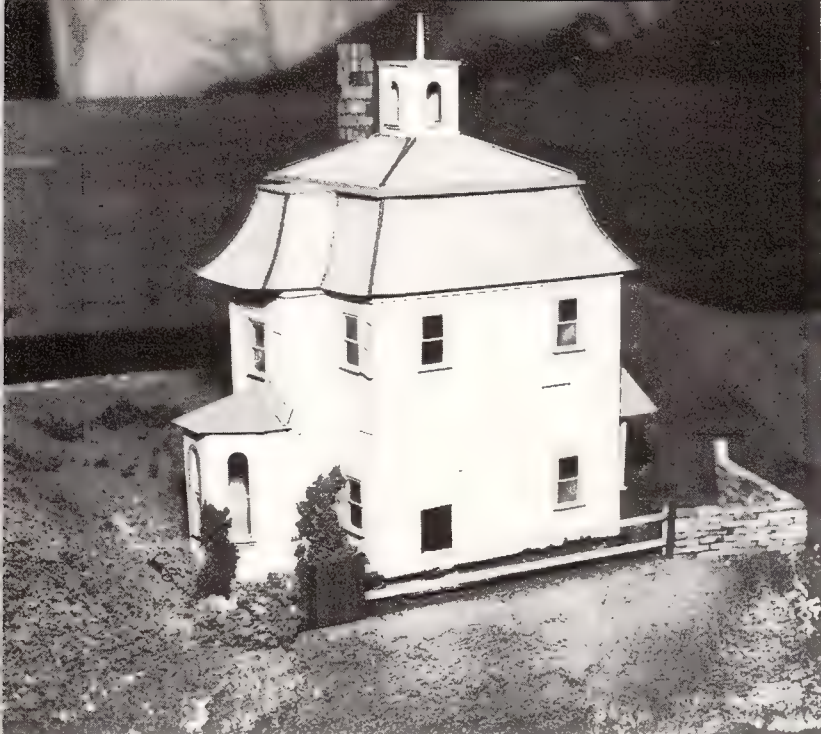
Stand 17 — Another N gauge layout and once again a NSW layout. The layout held enough to interest people and to give an indication of what's to come in the future.

Stands 18 and 20. Two clinics and it was here I spent most of my time. I had the opportunity to watch a professional artist paint the backdrop of Warren McLean's diorama and once again I received a lesson on how inadequate I am. Clinics, to me, are the hub of exhibitions and these two clinics satisfied my trip to Broadmeadow.

I have not commented on the professional stands but I must say I was pleased to see them there. It's OK to say that they are there for business but they still put a lot of time and effort into coming.

My final point about the exhibition relates to the title: to my mind, life is a continual compromise and this problem of compromise is a continual factor with exhibitors and organisers. I do not intend to enter into the debate of "Not Menangle again" but exhibitors





Derelict house on the yet unfinished section of the Franklin County Railroad.



The prize winner in the Scenic Diorama contest.



must, if they wish to satisfy the 'paying public', supply something for them to look at. They must also ensure that the layouts operate to amuse and entertain the 'paying public' and this creates problems of trying to be prototypical instead of entertaining. If we follow the trail of realism long enough then we could have a layout not operating and say that it was prototypical — "It's on strike", but I digress. The organisers at Broadmeadow decided that no layout or exhibit could enter two years running unless major changes or developments have taken place in the last 12 months. This must, I believe, add to the exhibition for the avid modeller but possibly create problems in the future as to the number of entries that will be available to be shown.

I believe congratulations are in order to the organisers and participants of the exhibition and this is not just my personal view — back at Broadmeadow, whilst awaiting the inter-urban to take us back to Sydney, everybody thought it was a good exhibition.

The journey back saw heated discussions on how the new layout should look and certain soulsearching thoughts of whether to put the axe to our own layout and start again.

Summing up, can I book up now to do it again next year and, with a bit of luck, see you at Broadmeadow in 1986?

One of the entrants in the scenic diorama contest.

AMRM NEWS

Continued from page 33.

grievance with these people, we will leave the bouquets until the current mail dispute which has a virtual strangle hold on Sydney mail is over. We trust that we have received all the mail destined for this issue. We do however remind readers and advertisers alike that it is your responsibility to get your copy to our hands.

V/Line Popularity

In recent issues we have been making some suggestions that the new V/Line loco livery has become very popular. Broad Gauge Models have supplied some figures that suggest that the old VR blue still remains very popular, at least among X class purchasers. The percentages are 20% of V/Line for the early series while the V/Line livery only trails the true blue by about 14% for the later series. With two versions of the G due in 1986, one must wonder if a Bob Cooke will emerge from the V.R. modellers and paint a G in the V.R. livery. With regard to the G, the first standard gauge unit G 516 is now out and about. Hopefully, one will be able to photograph them on the south main in the future instead of having to travel to Portland (or Adelaide).

Exhibition Humour

Those who like a laugh and can see humour in the hobby would have enjoyed the Sydney Model Railway exhibition.

Firstly, the boys on Crafton pointed out their in-dependance with a Statutory Declaration that they are not 'Sons of Menangle'. Someone does read AMRM!

The other high spot was a model of 3800 in Neil Cram's display. Although Neil did not propose or prepare the model of 3800, resplendent in SRA candy stripe, he was able to watch with interest the reactions of modellers as they identified the model. Accompanying the model was a magnifying glass and a (quality) tissue, neatly rolled up with a note for Big-Bad-Bob. Word has it that at time reactions were explosive, but one could not deny that the livery looked good. We can only wonder if there is any truth in the rumour that a real streamlined C38 will be painted candy for 1988 — New South's Bi-Centennial contribution.

Passing comment on the painted model, one could observe that the cab roof and cupola should have been painted silver instead of the red. Who was responsible for proposing, preparing and painting the model? It is not our place to say, but if you look in a hobby shop on the Pacific Highway, north of Sydney, south of Hornsby, you will see 3800 in candy . . .

COMMERCIAL NEWS

Announcements

Joe Callapari of Casula Hobbies has advised of the plans for future injection moulded kits. These include an ARX cement hopper, ICX container wagon, BD open wagon, GP concentrate wagon, bogie water jin, louvre van, 40' flat wagon, milk tanker, CPH railmotor, the CUB (L) cars and the FR and BR cars. They also hope plans will come to fruition for a r.t.r. plastic loco. Casula, under the Classic Brass Model brand will also be producing a painted model of the NSW 42 class in 1986, being produced by Samhongsas of Korea.

John Hamilton of Australian Locomotive Co has advised of their plans for 1985/6 which includes the VR C steamer and the SAR 900 both of which are due this year. Next year there will be the O scale Na, the VR S diesel, Walker railcar, G and T diesels and the SAR 700 steamer. ALCO will also be producing some rolling stock model with the SAR sheep wagon and Long Tom van.

Southern Models, the agents for Lima in Australia have advised that there will be a limited run of some of their diesels in liveries previously run. To add interest to the models, they will all be issued with new road numbers. These include the SAR 930 (numbered 942), the original livery 44 (numbered 4461), the reverse livery 44 (numbered 4479) and the VR S class (numbered 302 and named Edward Henty). Further repaints will include the 8300 van and the GY open wagon. Consideration is also being given to paint some of the Lima range in the NSW SRA candy stripe livery, but these will not be in the short term.

Broad Gauge Models advise that their plans for brass diesels in 1986 include the VR C and G (and AN BL) classes. BGM also advise of a price increase for their range of plastic kits. On prices, that quoted for the BGM C steamer last issue (\$595.00) was reduced by \$40.00 as the magazine went to press. Unfortunately it was not possible to alter the advert before publication.

John Easie, of Trax Model Products advise that while Trax will be slowing down with new models, they plan to produce a BSR version of the BS car as an MHO van. Exact release dates were not detailed.

Arrivals

Broad Gauge Bodies have released more of their cast wagon loads. On the hobby shop shelf (hook) you can now find wool bail load for flatwagon, LCH coal load, BCH coal load and GY coal load. Delivery is expected soon of four (different) loads for the BGB SOC concentrate wagon.

Far North Hobbies kits of Queensland Railway models are now available in some major city hobby shops. The range has been expanded with the addition of the PYC flat wagon, the HO/HOF open wagon and the HWO open wagon. Far North kits now have underframe detail and current plans include a diesel, although the exact class has not been determined.

Alco have received the HO scale Na locomotives while Bergs Hobbies have received the Z26 class saddle tank.

AR kits have released the WHX grain hopper kit, while Casula Hobbies released the PHS power van for the RUB set, along with two RUB set decal sets at the Liverpool exhibition.

Main West Models have re-released the Workshop Five kits for detailing the Lima C38. This includes a tender kit, a streamlining kit and the loco customising kit.

Broad Gauge Models have released a decal pack for their VR I and M wagons.

Fybren Models now have a good range of Kemco transfers in stock. Fybren also advise that Dapol have taken over Mainline and that the Dapol range has become very extensive.

ARE has released its first Australian Videotape entitled 'Main Line Magic' which features R 761 and R 766 in action this year.

As these notes were being prepared the Trax FS and BS passenger cars turned up, and were as good as advance publicity suggested. The FS is in red and candy while the BS is only in red.

Both Casula Hobbies and Main West Models have released pilot kits for the Lima 422 loco.

Expected Arrivals

Brass models expected in the immediate future include the 48 class from Bergs Hobbies (December), the X class (early November), the 421 from Mansfield (late November), the C class from Alco (November) and the 900 class, also from ALCO in late November. One project that has been delayed is the AD60 from Mansfield which is now expected in late February 1986. The delay was caused by the Sydney mail dispute. Information to hand suggests that the BGM X class will include some features not seen in an Australian model before. Further details as the model comes to hand.

Broad Gauge Models advise that tooling is nearing completion on the AW and BW passenger car kits, release date still scheduled for Camberwell 1986.

Broad Gauge Bodies expect to release their HO scale model of the SAR Brill railcar by the time this magazine is on sale.

AR kits will soon release the first of an extensive range of ready to run bogies specially manufactured for the NSW HO scale market. The first will be 2CF and 2CL style. The 2CF, also known as XCF are Timken roller bearings and are found under BDX, HGM, MLE, etc. The 2CL, also known as XCL, are found under OCY, JLX, BDX, WHX and most of the bogie exchange traffic from Victoria. Other bogies planned include the 2CD Top Hangers and 2CG bottom hangers.

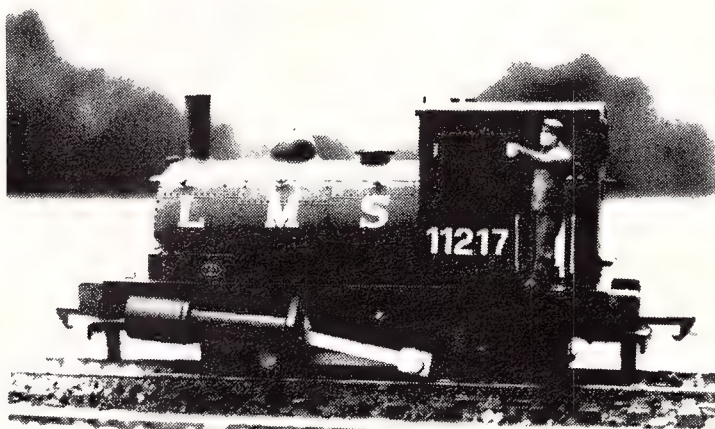
Broad Gauge Bodies will soon release a kit of the RMX flat wagon. Samples of this kit have been sighted and it will offer a complete new style in polyester castings, supplying some detail better than epoxy.

Future Arrivals

The next plastic kit from Casula Hobbies will be the ARX cement hopper and the ICX container wagon.

The April 1986 issue of AMRM is expected to arrive in early April with an increased cover price — Sorry.

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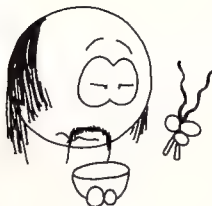
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THE GOOSE BUM LINE

by Stein



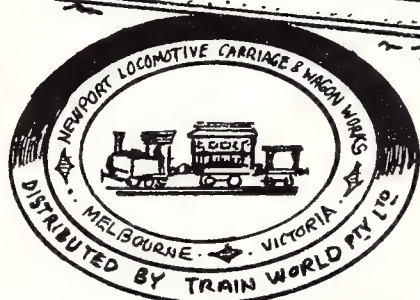
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MARKET PLACE

Continued from Page 70.

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April 1986

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For further information call Rob Nosworthy, Travel Etcetera (02) 922 6166.

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VICTORIAN RAILWAYS "C" . . . 2-8-0 . . . STEAM LOCOMOTIVE . . . HO SCALE
HANDCRAFTED IN BRASS BY SAMHONGSA OF KOREA.



"C" Class photo courtesy Vicrail.

Over 400 hours and 150 photos, also Vicrail drawings have been used to provide a comprehensive data pack to produce a locomotive of **Superb Quality**.

This class of **Heavy Freight Locomotives** when introduced to service were the most powerful type in Australia. In the late 1940s oil-burners and deflectors were added which greatly improved the versatility of these locos on all main lines.

Our model will reflect this version with square oil tank, various loco number plates, and on our painted models, windows and headlight will be glazed.

Contact your present supplier or B.G.M. direct as a **very limited** quantity will be produced so secure your order **now** with a **\$100 deposit**.

Price \$520 . . . unpainted (subject to exchange rate and Government charges) or an **additional \$35** for a complete **factory painted** model.

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(All Above Kits Include Metal Wheels)

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PHOTO REPRODUCED LOCOMOTIVE NUMBERS FOR V.R. MODELS

R, N and J Class Steam Loco's (<i>Combined Sheet</i>)	1.70
Diesel Loco's (<i>Full Range</i>)	2.50

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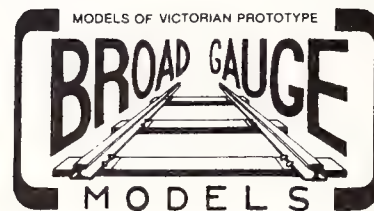
10.5mm & 10 spoke short axle (<i>Lima replacement</i>)	ea. 0.80
10.5mm & disc short axle (<i>Lima replacement</i>)	ea. 0.80
10.5mm & 10 spoke standard axle (<i>26mm</i>)	ea. 0.80
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N.S.W.G.R. 421 CLASS DIESEL LOCO in HO



Photo by Howard Smith

Orders are now being taken for this locomotive, which is due November 1985.

As usual, it will be made by Samhongsas of Korea to our exacting standards and will be another premium quality model.

The price will be **\$385.00** for models fully paid by delivery date, the price increasing after delivery. These prices will be subject to any exchange rate and sales tax increase if applicable.

Sorry, no charge cards acceptable on reduced price.

Due to the Sydney Mail Dispute the production of our model of the N.S.W.R. **AD60** has been delayed until the end of February. We regret any inconvenience.

Limited Quantity of Brass Models in Stock

Diesels:

NSWGR 40 Class \$350.00

NSWGR 43 Class \$325.00

Steam:

NSWGR Z17 Class \$400.00

Above prices apply from 1st February, 1985.

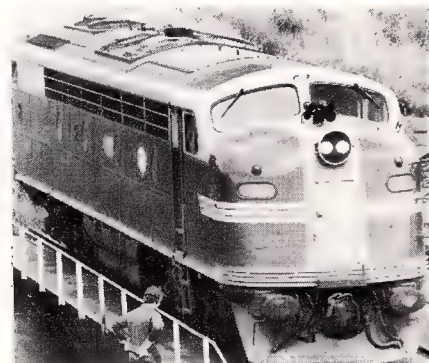
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IN HO SCALE
by Samhongsas

Three Versions

M1 — As Introduced

M2 — As Withdrawn

M3 — As 4201 in green

Models will be factory painted

A few unpainted models will be produced. Reservation Required.

Pre-Paid Price:-

Painted — **\$410.00**

Unpainted — **\$385.00**

Delivery expected Jan/Feb 1986

After delivery, the price of the models will increase by 20%.

As the production run is limited, we regretfully advise that this Classic Brass Model will only be available from Casula Hobbies.

Mail Order and Lay-by Welcome.

We are still negotiating with Samhongsas for a production run of the N.S.W.G.R. standard goods engine in at least three variations. Delivery is scheduled for Mid 1986.

Orders and Reservations are being Taken.

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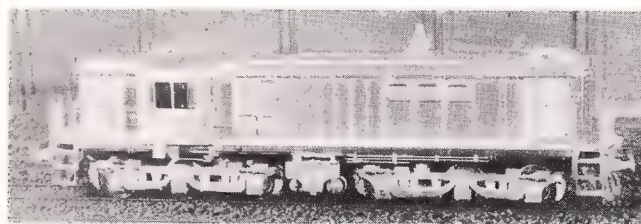
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Still some **Z26** locos in stock also made by Samhongs. u.p. \$395. ptd. \$445.

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No.6 Turnout L/H or R/H	11.65
No.8 Turnout L/H or R/H	12.50
No.4 Wye turnout.....	11.65
No.6 Curved Turnout L/H or R/H	16.45
No.8 Curved Turnout L/H or R/H	20.75
No.6 3 Way Turnout.....	24.45
No.6 Single Crossover L/H or R/H	21.00
No.4 Double Crossover.....	34.20
No.6 Double Crossover.....	36.65
No.4 Double Slip Turnout.....	30.55
No.6 Double Slip Turnout.....	31.95
No.6 Crossing L/H or R/H	15.85
30 Degree Crossing	11.70
45 Degree Crossing	11.70
60 Degree Crossing	11.70
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Flex-Track Double Guard 1000mm	11.60

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No.6 3 Way Turnout.....	24.45
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Code 70 HO N3 Nickel Silver	Each
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No.6 Turnout L/H or R/H	\$ 9.75
Flex-Track 1000mm	5.40

N Gauge Nickel Silver	Each
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No.6 Turnout L/H or R/H	10.40
No.4 Wye Turnout.....	10.40
No.6 3 Way Turnout.....	24.45
No.6 Double Crossover.....	36.65
No.4 Double Slip	36.65
No.6 Double Slip	36.65
No.6 Curved Turnout L/H or R/H	15.85
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45 Degree Crossing	8.50
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Code 70 HO	
No.6 Curved Turnout L/H or R/H.....	20.95

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1986 Exhibition Calendar
Subject to confirmation we will have stands at the following exhibitions during 1986.

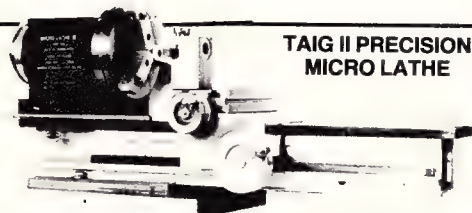
Brisbane May 3-5.
SCMRA (Sydney) ?? April 25-27
Malkara (ACT) July/August
Liverpool (NSW) October 4-6

A postal auction will be held in March. Catalogue will be in next AMRM.

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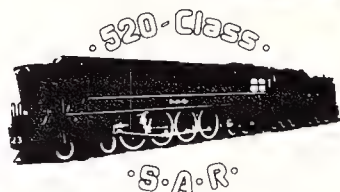
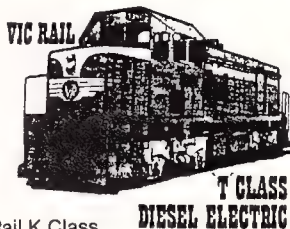
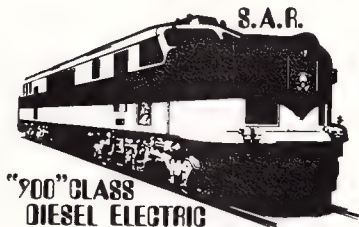
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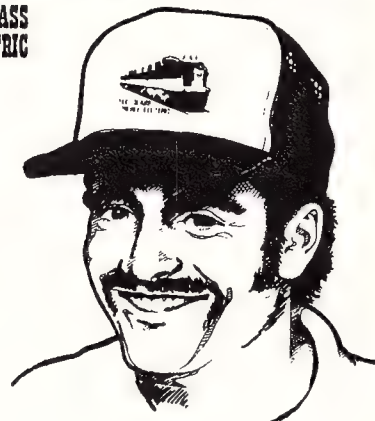
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As I started to make up this year's price lists, I realized that this year, 1984, marks our 30th year of being in business. We started way back in 1954 in Des Plaines, Illinois, U.S.A., and some of you, our good old friends, keep remembering those days in your letters.

A lot of water has gone over the dam since then. We moved our operation over here to Germany in 1969 without interruption to our, then already well known, fast and accurate service. We kept supplying you all these years with the best brands of model trains and supplies from Europe, at the lowest possible cost, with large stocks, fast and reliable shipping service and our personal touch. We rode out the fluctuations of the Dollar value Overseas and always seemed to please you, as shown by your letters of praise.

NOW, AS A BIRTHDAY PRESENT TO YOU, AFTER ALL 30 YEARS WARRANT A PRESENT,

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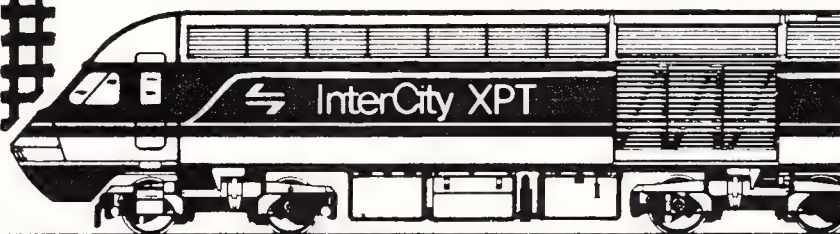
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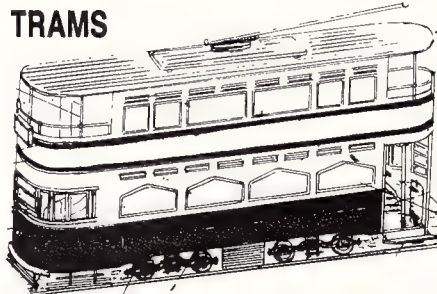
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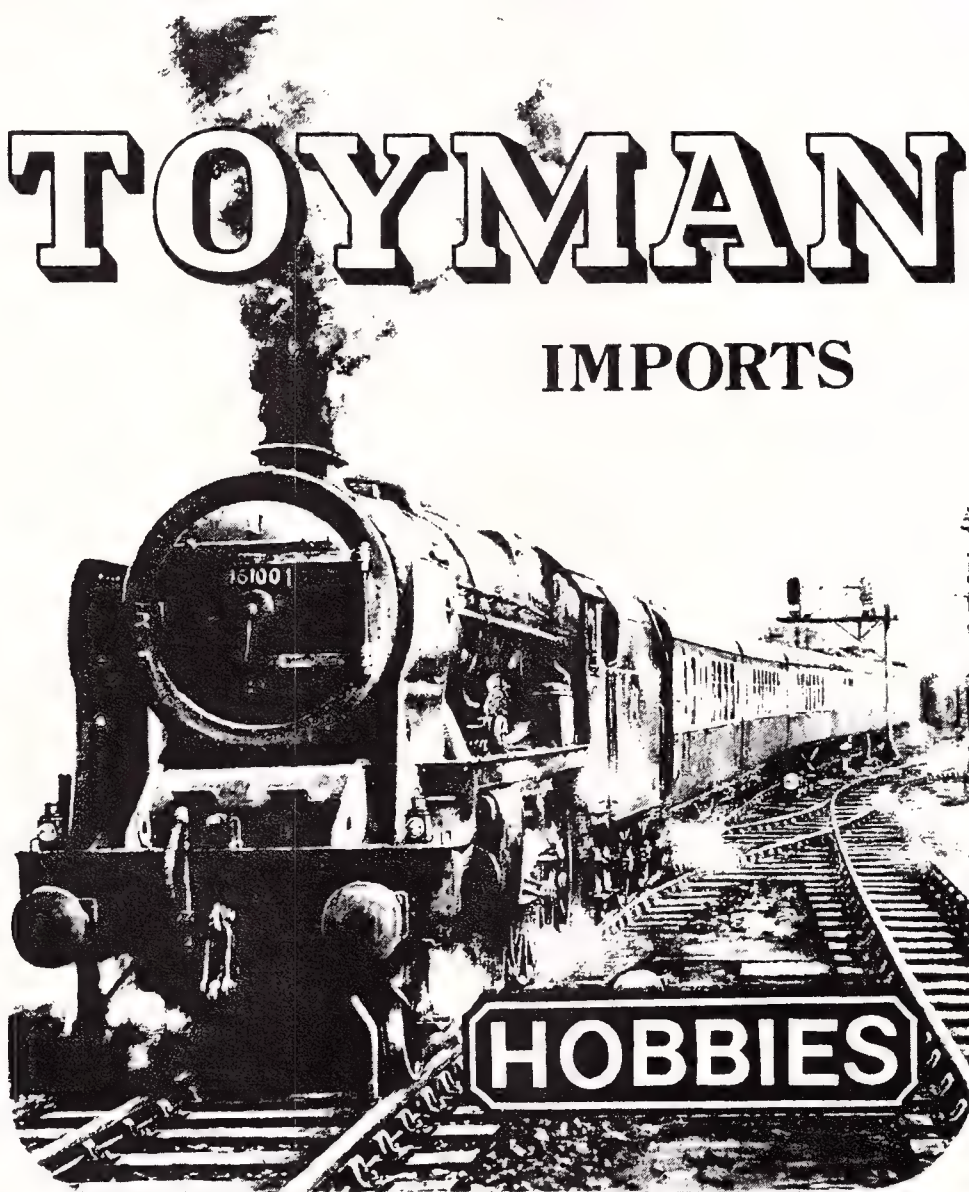
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No. 5 Couplers	10 packs	36.00
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No. 256 Delrin Screws		2.40
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No. 308 Undertrack Uncoupler		5.50
No. 321 Uncoupler Ramp Style	two	6.45
No. 520 33" Freight Car Wheels	12 pr	10.50
No. 521 36" Passenger Car Wheels	12 pr	13.25

KADEE — N		
No. 1023 Magnamatic Coupler Assembled	2 pr	6.75
No. 1023 Magnamatic Coupler	10 packs	65.00
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No. 1025 Magnamatic Coupler Kit	10 pks	45.00
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No. 1128, 1129, 1130 T Shank Coupler	10 pk	60.00
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No. 1010 Archbar Trucks w/couplers	pr	5.10
No. 1030 Roller Bearing Tks w/coup	pr	5.10
Nos. 100, 1010, 1030	10 packs assorted	49.00
No. 1310 Uncoupler Ramp Style	2 for	6.45
Assorted Loco Conversion Kit		7.00

(Stocks limited this price)

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CH Bogie Coal Hopper		10.00
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CCX Bogie Coil Steel Wagon		10.00
MLE Bogie Flat Wagon		10.00
FWH Bogie Wheat Hopper		10.00
BCH Bogie Coal Hopper		10.00

Above kits include bogies & decals

Any six assorted		58.50
GLV/GLX Bogie Louvre Van		4.50
Kit requires bogies and decals		
GLV/GLX	6 for	26.00

RAILS NORTH — NSWR HO		
CG Concentrate Wagon		12.00
GP Concentrate Wagon		12.00
BMF Milk Tank Wagon		12.00
E Bogie Flat Wagon		12.00
OCY Container Wagon		12.00
Any 5 above assorted		58.00

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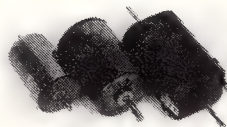
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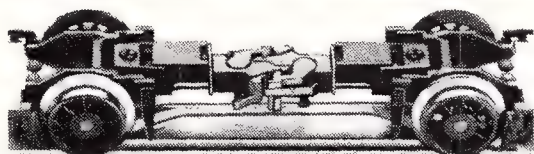
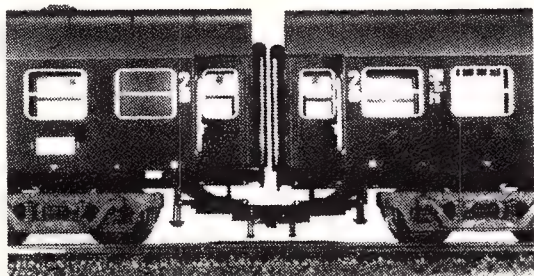


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FLEISCHMANN'S NEW COUPLING makes it possible to Uncouple a vehicle over uncoupling ramp and push it to any desired spot without it re-coupling
To re - couple it is only necessary to give a slight nudge . . .



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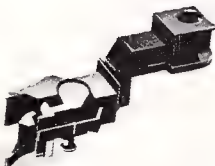
- * Closer coupling
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- * Lift-off removal of wagons etc. without necessity to uncouple
- * Prototypical appearance

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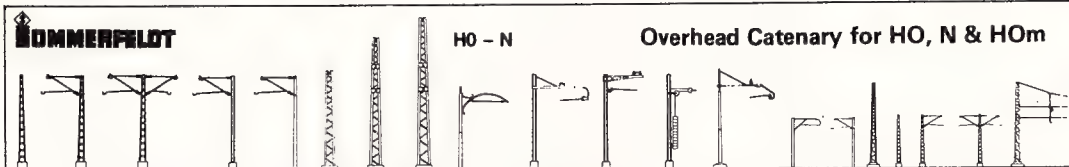


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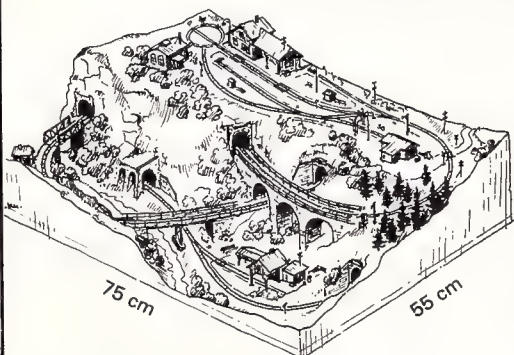
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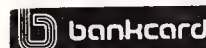
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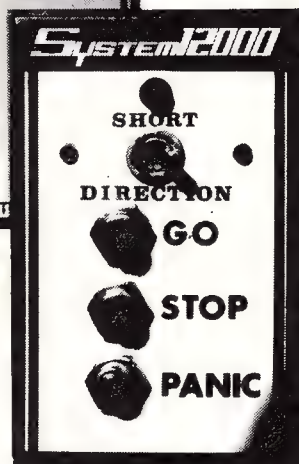
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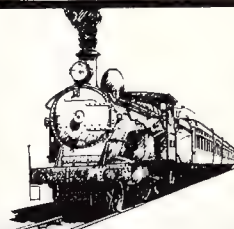
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Coronation class 'Duchess' in LMS 'City of Glasgow' (Black)

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Coronation class 'Duchess' BR 'Queen Elizabeth' (Blue)

All locos have the new five pole motors.

Grafar have the largest range of pre BR coaches: LMS, LNER, GWR, SR, Caledonian, Pullman, S&DJR.

Diesels include the 08, 20, 25, 37, 47, 50 & 55 classes.

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Send SAE for price lists.

CATALOGUES:-GRAHAM FARRISH \$4.00; KATO \$4.50; TOMIX \$6.00.

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F.S.M.	5597	(by A.B.L.)	\$325.00	BERGS	30 Tank	1st run, mint	\$ 230.00

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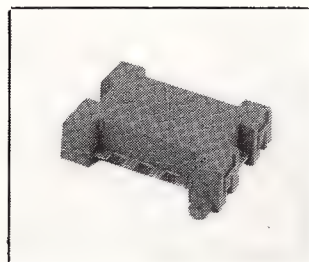
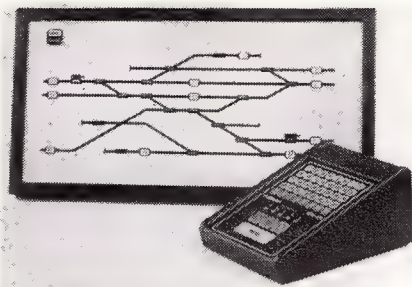


The ROCO Signal Box

Up to now it was very difficult or almost impossible to build a realistic signal box. The available systems often required extensive and complicated wiring and were not practical and often they were quite expensive; most important they did not represent the prototype closely. ROCO looked for a different approach rather than follow the known and somewhat problematical solutions. The development of an entirely new track-route-processor followed suggestions made by railway modellers and took the following points into consideration:

- the new system must be as realistic as possible
- and be able (through use of all possibilities of microprocessor techniques) to realize all programs of the Federal Railways
- it must be able to simplify the wiring effort required for point- and signal control on any model railway
- it must be easily installed and uncomplicated in operation
- it must be available at a reasonable price

The result of these concentrated efforts is the ROCO MCS 120. The system meets the requirements in most respects and differs from the prototype only in two points: First, the excessive safety precautions, understandably required in real train operations, have been reproduced only as much as can be justified for a model railway. Second, the MCS 120 is, in some respects more advanced technically than its prototype and has exemplary features with regard to some of its switching logic design.

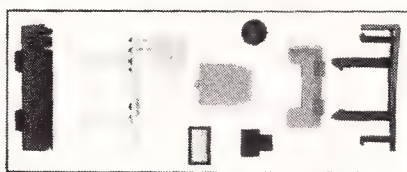


971B (10211)

Distribution module for connecting up to 8 electromagnetic accessories without end-of-stroke power disconnect. This permits the control of older accessories not having automatic power disconnect in the ROCO signal box by using the main unit 0970B. Additionally the set contains a 5-conductor connecting cable with connector plugs attached and small plugs to connect the point motor leads to the 3-conductor flat cabling.

Symbols for Track Diagram Display

Each package contains all parts required for installation and operation such as symbols, push buttons, separators, completely assembled circuit boards with light emitting diodes and momentary contact, mounting parts and a cover plate



0982R (10331)

Standard point righthand



0982L (10330)

Standard point left hand



0983S (10337)

Three-way point



0984R (10335)

Crossover point righthand



0986S (10321)

Straight section with pushbutton



0991R (10333)

Diagonal point righthand



0985S (10336)

Wye point



0984L (10334)

Crossover point left hand



0992A (10322)

Straight section with pushbutton



0991L (10332)

Diagonal point left hand



0989S (10340)

Symbol for signal



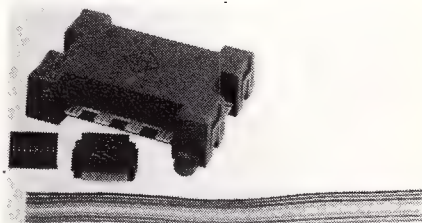
0990S (10341)

Symbol for shunt yard signal



0977A (10320)

GBS pushbutton with label



0972A (10212)

Display Module for Track Diagram Board (red) incl. 1 matrix adaptor, 24 ea. 3-pole connectors, 2 ea. 5-pole connectors, 2 ea. 8-pole connectors, 2.5 meters 3-conductor cable, 0.5 meters 5-conductor cable, 2.5 meters single strand wire

0970B (10200)

Main Control Unit suitable for operation of electromagnetic accessories without power disconnect. For such accessories without end-of-throw power disconnect, the distribution module 971B must be used.

The MCS 120, being the central unit of the electronic model signal box, even in its basic application i.e. only with a single distribution module and without any other additions, is able to carry out all logical functions which can be expected from a realistic control system.

The MCS 120 is therefore not only the intelligent brain of the model signal box but is a fully capable route processor which opens new dimensions for the model railway operation.

By means of a surprisingly straight forward wiring system the central unit is able to control eight points with each module: in the basic application, up to 32 points may be operated with four modules.

The MCS 120 stores in its basic application eight track routes which may be programmed by the railway modeller according to his wishes. This programming does not require any special knowledge; only the operation of push buttons is necessary to accomplish the input of certain point positions.

All commands may be entered externally via an 8 + 16 conductor matrix connection. For example, this can be done through the track display control board GBS. The full capacity of the MCS main control unit may be utilized by this addition: 80 individual accessories and 40 track routes may then be controlled and programmed.



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XMAS SPECIAL

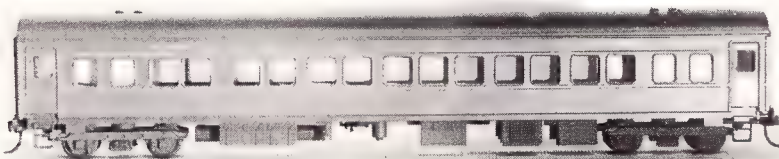


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Old price \$17.50 Special for Xmas \$15.50

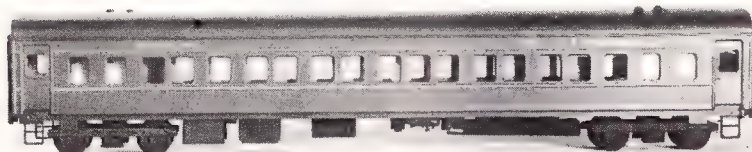
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Kits complete with metal wheels, bogies and underbody details.
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CELEBRATIONS**

In appreciation of your support over the past ten years CASULA HOBBIES in conjunction with the NORTHERN RAILWAY COMPANY has arranged a display of HO scale models illustrating trains of the N.S.W.G.R., V.R., S.A.R. and private railways over the last fifty years. This display will be in our shop from 19/12/85 to 31/1/86.

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C38 locomotive customising kit	\$16.50
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loco to N.S.W.G.R. 40 class	\$18.00
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Continued on Page 52.

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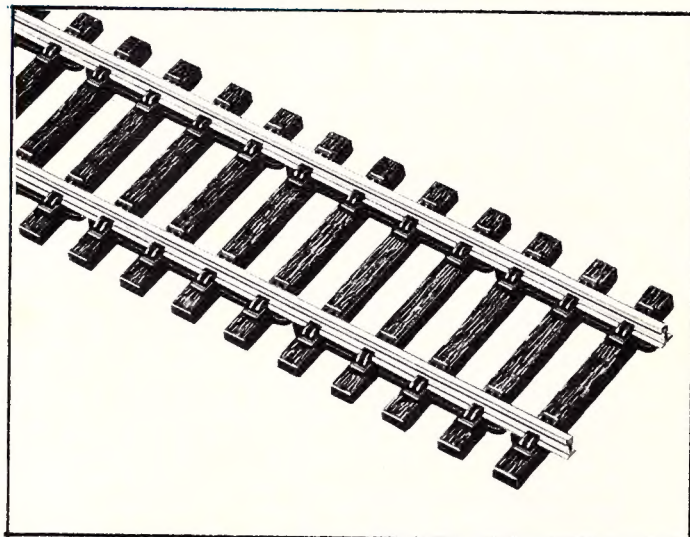
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